SOUTHERN PACIFIC COMPANY
(Pacifis System)

Office of Superintendent
Sacramento Division

File 521-3

Circular No 303

Sacramento, May 12, 1915.

Agents,
Train & Enginemen:

Sacramento Division

Effective with Sacramento Division time table No. 97, trains 53 and 54 will be annulled by train order, daily, and these trains will not be run until further advised.

Cc WRS-GFR-CSF-RJS
22Bm

J. H. Dyer, Superintendent.

PACIFIC COMPANY

PACIFIC SYSTEM.)

ME TABLE

FOR THE

7

ENTO DIVISION

nday, May 16, 1915, at 12:01 A. M.

STANDARD TIME (120th MERIDIAN)

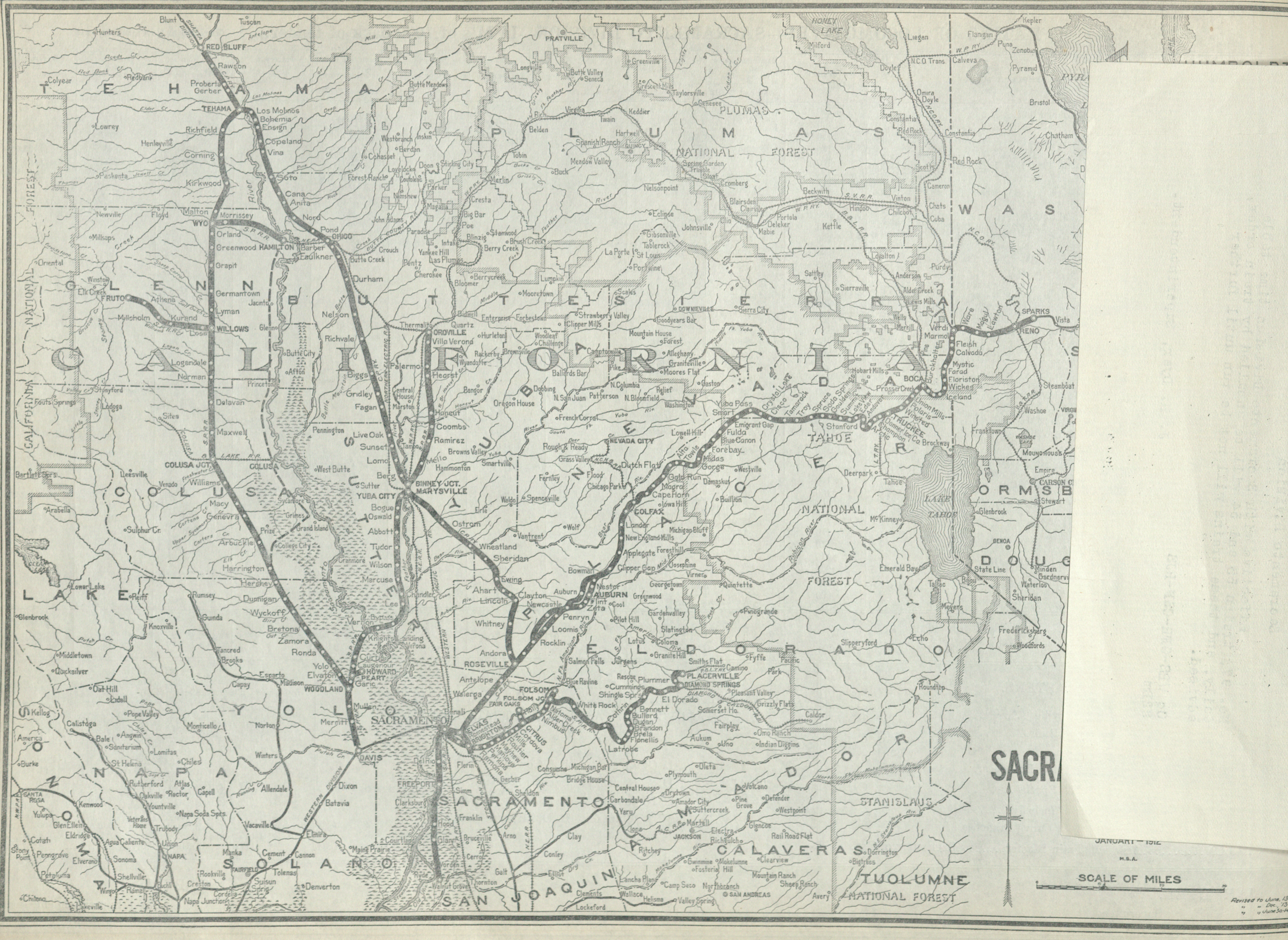
tion of employes only, and not intended for the use of the public.
es the right to vary from this time-table at pleasure.

SOUTHERN SAFETY PACIFIC

Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.


SACRA
JANUARY — 1912
M.S.A.
SCALE OF MILES
0
10
20
30
Revised to June, 13.
" " Dec., '13
" " June 30-14
CALIFORNIA
TEHAMA
PLUMAS
PLUMAS NATIONAL FOREST
GLENN
BUTTE
SIERRA
YUBA
NEVADA
PLACER
COLUSA
SUTTER
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
SAN JOAQUIN
EL DORADO
AMADOR
CALAVERAS
TUOLUMNE
TUOLUMNE NATIONAL FOREST
STANISLAUS
TAHOE NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
WASHOE
ORMSBY
DOUGLAS
LAKE TAHOE
HONEY LAKE
HUMBOLDT
PYRAMID
RED BLUFF
TEHAMA
CHICO
ORLAND
WILLOWS
HAMILTON
COLUSA
COLUSA JCT.
OROVILLE
MARYSVILLE
YUBA CITY
BINNEY JCT.
NEVADA CITY
COLFAX
AUBURN
ROSEVILLE
FOLSOM
FOLSOM JC.
PLACERVILLE
DIAMOND SPRINGS
SACRAMENTO
WOODLAND
DAVIS
HOWARD
PEART
FREEPORT
NAPA
FAIRFIELD
SANTA ROSA
JACKSON
SAN ANDREAS
TRUCKEE
BOCA
RENO
SPARKS
CARSON CITY
GENOA
DOWNIEVILLE
QUINCY
PRATVILLE
FRUTO
WYO
CITRUS
ELVAS
BRIGHTON
Sierra City
Sierraville
Loyalton
Portola
Blairsden
Greenville
Susanville
Verdi
Floriston
Emigrant Gap
Blue Canon
Dutch Flat
Grass Valley
Wheatland
Lincoln
Rocklin
Loomis
Newcastle
Georgetown
Shingle Sprs.
Latrobe
Ione
Lodi
Galt
Elk Grove
Walnut Grove
Rio Vista
Dixon
Vacaville
Winters
Esparto
Calistoga
St Helena
Sonoma
Petaluma
Vallejo
Suisun
Knights Landing
Grimes
Williams
Arbuckle
Maxwell
Corning
Gerber
Vina
Durham
Biggs
Gridley
Live Oak
Palermo
Wyandotte
Bangor
Smartsville
Forest Hill
Lake Tahoe
Tahoe
Emerald Bay
Tallac
Glenbrook
Minden
Gardnerville
Echo
Woodfords
S.P.R.R.
W.P. RY.
N.C.O. RY.
S.V.R.R.
L.T.RY.
Northern Electric Ry.
Western Pacific

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

97

TIME TABLE

FOR THE

SACRAMENTO DIVISION

SOUTHERN
SAFETY
PACIFIC

To Take Effect Sunday, May 16, 1915, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

The Company reserves the right to vary from this time-table at pleasure.

R. SCOTT,	D. W. CAMPBELL,	G. F. RICHARDSON,
Vice-President and General Manager.	*Assistant General Manager.*	*Superintendent of Transportation.*

Eastward.

FROM SAN FRANCISCO

Time Table No. 97

May 16, 1915

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS						SECOND CLASS	FIRST CLASS												Distance from San Francisco	STATIONS
	288 Stockton Freight	254 Ogden Manifest	308 Way Freight	222 Portland Fast Freight	256 Sunset Manifest	306 Way Freight	548 Chico MOTOR	6 Atlantic Express	48 El Dorado	2 Overland Limited	10 San Francisco Limited	34 Colfax Passenger	32 Red Bluff Passenger	20 Pacific Limited	24 Tonopah Express	28 Dunsmuir Passenger	210 The Newsboy	54 Exposition Special	16 Oregon Express		
	Leave Daily	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term Yard WFTYOP				6.40AM			8.30AM	10.55PM	8.20PM	7.15PM	5.30PM	4.35PM	4.05PM	1.45PM	12.50PM	11.30AM	7.25AM	2.45AM	12.25AM	88.8	DNR **SACRAMENTO** 3.0
Yard IY	10.05AM	7.40AM		6.55	6.40AM		f8.40	11.05	8.30	7.25	5.40	4.45	f4.15	1.55	1.00	f11.40	f **7.35**	2.55	12.35	91.8	**ELVAS** 3.1
88							f8.46	11.10	8.36	7.30	5.45	4.50	f4.20	2.00	1.05	f11.46	f 7.40	3.00	12.40	94.9	BENALI 4.5
10 Spur							f						f			f	f			99.4	WALERGA 3.4
60							f9.00	11.20	8.47	7.40	5.55	5.00	f4.32	2.10	1.15	f11.56AM	f 7.50	3.10	12.50	102.8	ANTELOPE 3.7
Term Yard TWFPYO	11.45AM	8.15 9.45		7.45AM	7.40AM	4.00AM	s9.10AM	s 11.28 11.31	s 8.55PM	7.48 7.51	s 6.03 6.06	s5.10	s4.40PM	s 2.18 2.21	s 1.23 1.26	s12.05PM	s 7.58	s 3.18AM	s12.58AM	106.5	DN **ROSEVILLE** 4.1
Yard		10.00				4.15		s 11.38		7.58	6.13	s5.18		2.30	s 1.35		s 8.08			110.6	ROCKLIN 4.6
73		10.15				See Page 3.		f 11.49PM		8.07	6.25	See page 3.		2.43	See page 3.		See page 3.			115.2	LINCOLN AV., PENRYN 5.0
87 W		10.30				7.20		s 12.10AM		8.16	s 6.37	s5.48		2.56	s 2.09		s 8.40			120.2	DN NEWCASTLE 4.0
86 W		10.50				7.50		f 12.30		8.24	s 6.49	s6.01		3.07	s 2.23		s 8.50			124.2	AUBURN, NEVADA ST. 4.9
76		11.05				8.20		12.44		8.33	6.59	f6.11		3.20	f 2.34		f 9.01			129.1	D BOWMAN 2.3
No Siding		11.20				8.50		12.52		8.38	7.05	f6.20		3.28	f 2.41		f 9.10			131.4	CLIPPER GAP 2.9
83 W		11.35				9.05		1.00		8.45	7.12	f6.29		3.35	f 2.49		f 9.20			134.3	APPLEGATE 3.0
82		11.47				**9.30**		1.09		8.51	7.19	f6.35		3.44	f 2.58		f **9.30**			137.3	N. E. MILLS 1.7
No Siding		11.55AM				9.50		1.15		8.55	7.24	f6.40		3.48	3.03		f 9.35			139.0	LANDER 2.7
Yard PYW		12.30PM	7.00AM			10.00AM		s 1.40		s9.07	s 7.40	s6.50PM		s3.57	s 3.20		s 9.45AM			141.7 142.4	DNR **COLFAX** 4.5
50		12.55	7.30					2.00		9.22	8.00			4.10	f 3.38					146.9	CAPE HORN 2.7
No Siding															f					149.6	MAGRA 3.6
80 WFY		2.00	8.15					s 2.40		9.40	8.29			4.32	f 4.10					153.2	DN GOLD RUN 2.0
6 Spur		2.15	8.40					f 2.50		9.45	8.36			4.38	f 4.17					155.2	DUTCH FLAT 1.9
4 Spur															f					157.1	ALTA 0.7
5 W Spur		2.30	9.00					3.00		9.52	8.45			4.48	f 4.24					157.8	D TOWLE 1.9
5 Spur		2.45	9.15					3.08		9.58	8.51			4.56	f 4.31					159.7	GORGE 2.1
80		2.55	9.30					3.15		10.05	8.58			5.02	f 4.38					161.8	MIDAS 2.3
10 W Spur		3.10	9.50					3.28		10.11	9.05			5.10	f 4.45					164.1	FOREBAY 2.5
60 PTW		3.30PM	10.10AM					s 3.40AM		10.20PM	s 9.20PM			5.20PM	s 4.55PM					166.6	DN **BLUE CANON**
	Arrive Daily	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(77.8)
	(1.40)	(7.50)	(3.10)	(1.05)	(1.00)	(6.00)	(0.40)	(4.45)	(0.35)	(3.05)	(3.50)	(2.15)	(0.35)	(3.35)	(4.05)	(0.35)	(2.20)	(0.33)	(0.33)		..................Time over District
	8.88	12.28	7.12	16.44	14.80	5.85	26.70	16.55	30.51	25.65	21.93	23.28	30.51	22.01	19.46	30.51	22.68	29.37	29.37		..................Average speed per hour

Automatic Block

Double Track (No. 2)

Track No. 4 between Rocklin and Loomis will be used exclusively by Nos. 210, 24, 34 and 306; other trains only when authorized by train order.

ADDITIONAL STOPS ON SIGNAL	
	No. 210 County road crossing mile and half west of Benali
	Nos. 6, 10 and 20 stations west of Colfax to receive passengers for points east of Ogden.
	No. 2 stations west of Colfax to receive passengers for points Cheyenne and east.
	Nos. 24 and 34 stations between Sacramento and Roseville to discharge passengers from points west of Sacramento.

Eastward FROM SAN FRANCISCO				Time Table No. 97 May 16, 1915		TOWARD SAN FRANCISCO FIRST CLASS										SECOND CLASS	Westward. THIRD CLASS					
306	34	24	210		Distance from Blue Canon	23	19	1	47	15	33	9	27	5	209	547	305	253	307	257	221	Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.
Way Freight	Colfax Passenger	Tonopah Express	The Newsboy			Tonopah Express	Pacific Limited	Overland Limited	El Dorado	California Express	Colfax Passenger	Fast Mail	San Francisco Passenger	San Francisco Limited	Mountain Express	Chico **MOTOR**	Way Freight	Ogden Manifest	Way Freight	Sunset Manifest	Portland Fast Freight	
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Tuesday, Thursday, and Saturday	Arrive Daily	Arrive Daily	
				DNR **SACRAMENTO** 3.0	77.8	s 4.10AM	s 5.50AM	s 6.40AM	s 8.05AM	s 9.05AM	s 9.45AM	s 11.00AM	s 3.00PM	s 5.00PM	s 6.15PM	s 6.25PM					7.00PM	Term. Yard WFTYOP
				ELVAS 3.1	74.8	4.00	5.40	6.30	7.55	8.55	f 9.35	10.50	f 2.50	4.50	f 6.05	6.15		3.25PM		6.00PM	6.45	IY Yard
				BENALI 4.5	71.7	3.53	5.34	6.22	7.50	8.47	f 9.28	10.45	f 2.40	4.44	f 5.58	6.08						89
				WALERGA 3.4	67.2						f		f		f							No Siding
				ANTELOPE 3.7	63.8	3.40	5.23	6.13	7.40	8.36	s 9.18	10.37	f 2.28	4.33	f 5.48	5.58						60
				DN **ROSEVILLE** 4.1	60.1 59.9	s 3.32	5.15	6.05	s 7.32AM	s 8.28AM	s 9.10	s 10.30	s 2.20PM	s 4.25	s 5.40	s 5.50PM	4.00PM	2.50 1.45		5.00PM	6.10PM	Term. Yard TWFPYO
4.30AM	s 5.18PM	s 1.35PM	s 8.08AM	ROCKLIN 3.3	55.8	f 3.15	5.01	5.52			s 9.00	10.15		4.10	s 5.30		3.40	1.25				Yard
4.50 5.50	s 5.28	s 1.48	s 8.17	D LOOMIS 2.7	52.5	f 3.05	4.54	5.45			s 8.53	f 10.08		4.03	s 5.20		3.10	1.10				60
6.05 6.30	s 5.37	s 1.58	s 8.30	D PENRYN 2.9	49.8	f 2.57	4.49	5.38			s 8.47	f 10.02		3.56	s 5.10		1.58	12.55				55
6.50AM	s 5.48PM	s 2.09PM	s 8.40AM	DN NEWCASTLE 2.0	46.9	s 2.47	4.42	5.31			s 8.40	s 9.55		3.48	s 5.00		1.30	12.40				W 73
				ZETA 2.1	44.9	f 2.37	4.37	5.25			f 8.33	9.48		3.40	f 4.46		12.45	12.30				57
				FLINT 0.9	42.8																	73
				D AUBURN 3.1	41.9	s 2.28	4.30	5.18			s 8.27	f 9.41		s 3.34	s 4.40		12.15PM	12.15PM				W 56
				D BOWMAN 3.4	38.8	f 2.16	4.23	5.11			f 8.15	9.34		3.25	f 4.30		10.15AM	11.59AM				73
				CLIPPER GAP 3.0	35.4	f 2.06	4.16	5.03			f 8.10	9.27		3.15	f 4.24							70
				APPLEGATE 3.2	32.4	f 1.57	4.10	4.57			f 8.04	9.21		3.07	f 4.18							Spur 55
				N. E. MILLS 2.0	29.2	f 1.47	4.03	4.50			f 7.57	9.15		2.59	f 4.12							Spur 55
				LANDER 3.0	27.2	f 1.40	3.58	4.45			f 7.52	9.11		2.54	f 4.07							Spur 64
				DNR **COLFAX** 4.5	24.2	s 1.30	s 3.50	s 4.38			7.45AM	s 9.05		s 2.45	4.00PM		9.10AM	11.00	4.30PM			PYW Yard
				CAPE HORN 2.7	19.7	f 1.12	3.30	4.23				8.43		2.24				10.20	3.40			50
				MAGRA 3.6	17.0	f								f								Spur 5
				DN GOLD RUN 2.0	13.4	f 12.53	3.14	4.08				8.28		f 2.05				9.55	3.10			WFY 80
				DUTCH FLAT 1.9	11.4	f 12.47	3.08	4.03				8.23		f 1.56				9.35	2.30			Spur 6
				ALTA 0.7	9.5	s								f								Spur 4
				D TOWLE 1.9	8.8	f 12.40	3.02	3.57				8.14		f 1.49				9.23	2.15			W Spur 5
				GORGE 2.1	6.9	f 12.34	2.58	3.52				8.09		f 1.43				9.15	2.10			Spur 5
				MIDAS 2.3	4.8	f 12.28	2.53	3.47				8.04		1.37				9.04	2.00			80
				FOREBAY 2.5	2.5	f 12.21	2.45	3.41				7.58		f 1.29				8.53	1.45			W Spur 10
				DN **BLUE CANON**	0.0	12.13AM	2.35AM	3.35AM				7.52AM		1.20PM				8.40AM	1.30PM			PTW 60
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(77.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Tuesday, Thursday, and Saturday	Leave Daily	Leave Daily	
				Time over District		(3.57)	(3.15)	(3.05)	(0.33)	(0.37)	(2.00)	(3.08)	(0.40)	(3.40)	(2.25)	(0.35)	(6.50)	(6.45)	(3.00)	(1.00)	(0.50)	
				Average speed per hour		20.94	23.94	25.19	32.36	28.87	26.80	24.68	26.70	21.21	22.18	30.51	5.81	13.20	8.07	14.80	21.36	

Automatic Block

Double Track (No. 1)

The above schedules are shown only for information and have no time table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

Westward trains receiving orders east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on Track No. 1 have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

Westward trains, receiving orders east of Bowman, moving an eastward train to Bowman against them on track No. 1, must not pass cross-over switch at Bowman until opposing train has arrived at that point, and if train order signal at Bowman is in "Stop" position westward trains must not pass cross-over switch until train order signal has been placed in "Proceed" position or a clearance obtained.

Nos. 24, 210, 34 and 306 will use track No. 4 Rocklin to Loomis.

ADDITIONAL STOPS ON SIGNAL.

No. 547, stations between Roseville and Sacramento to discharge passengers from points east of Roseville.
No. 23, stations between Roseville and Sacramento to discharge passengers from points east of Colfax.
No. 209, County Road Crossing mile and a half west of Benali.
Nos. 5 and 19, stations west of Colfax to discharge passengers from points east of Ogden.
No. 1, stations west of Colfax to discharge passengers from points Cheyenne and east.

Eastward.

FROM SAN FRANCISCO

Time Table No. 97

May 16, 1915

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			FIRST CLASS					Distance from San Francisco	STATIONS		
	254 Ogden Manifest	308 Way Freight	310 Way Freight	2 Overland Limited	10 San Francisco Limited	20 Pacific Limited	24 Tonopah Express	6 Atlantic Express				
	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
60 PTW	3.50PM	10.50AM		10.25PM	9.25PM	5.25PM	5.00PM	3.45AM	166.6	DN **BLUE CANON**	3.1	Staff System
73	4.10	11.10		10.35	9.37	5.38	f 5.12	4.00	169.7	FULDA	2.1	
68 PT	4.20	11.30		10.41	9.43	5.45	f 5.19	4.09	171.8	D EMIGRANT GAP	1.5	
51	4.30	11.55AM		10.45	9.48	5.50	f 5.27	4.15	173.3	DN **SMART**	2.8	
54	4.47	12.15PM		10.53	9.58	6.00	f 5.34	4.28	176.1	YUBA PASS	2.2	
51 W	5.00	12.45		11.00	10.05	6.11	f 5.42	4.38	178.3	CRYSTAL LAKE	2.0	
49 W	5.14	1.05		11.05	10.11	6.19	s 5.49	f 4.48	180.3	DN CISCO	3.5	
53	5.33	1.30		**11.16**	10.22	6.30	6.01	5.03	183.8	TAMARACK	2.0	
50 W	5.45	1.50		11.22	10.28	6.36	f 6.08	5.13	185.8	DN TROY	2.1	
59	6.00	2.10		11.28	10.35	6.43	f 6.15	5.22	187.9	SPRUCE	2.8	
47	**6.25**	2.30		11.37	**10.45**	6.52	f **6.25**	**5.35**	190.7	SODA SPRINGS	2.3	
128 PTW	**7.03**	3.05		11.48	10.58	**7.03**	s 6.37	s 5.50	193.0	DN SUMMIT	3.2	
54	7.35	3.20		11.57PM	11.09	7.12	f 6.48	6.01	196.2	LAKE VIEW	2.0	
60	7.50	3.35		12.03AM	11.15	7.17	6.54	6.07	198.2	EDER	2.4	
57 T	8.05	3.50		12.08	11.24	7.23	f 7.01	**6.20**	200.6	DN ANDOVER	2.1	
13 W (Spur)									202.7	* STANFORD	0.9	
20 (Spur)									203.6	* ARCTIC	0.5	
49	8.30	4.10		12.15	11.35	7.32	f 7.13	f 6.33	204.1	CHAMPION	2.2	
60 (Spur)									206.3	* DONNER ICE CO.	1.7	
Term. Yard PWTYOF	9.05 9.35	4.30PM	10.30AM	s 12.25	s 11.55PM	s 7.45	¶ 7.30 7.50	s 6.50	208.0	DNR **TRUCKEE**	3.1	
48 (Spur)							f		211.1	* POLARIS	3.9	Automatic Block; Double track (No. 2)
53 (Spur)	10.05		10.50	12.44	12.12AM	7.58	f 8.09	7.08	215.0	*PROSSER CREEK	1.3	
20 W	10.10		11.20AM	12.47	12.16	8.02	s 8.14	s 7.12	216.3	D **BOCA**	1.8	
80				12.50	12.20	8.06	8.18	7.16	218.1	HINTON	0.9	
8 (Spur)									219.0	*BURCKHALTER	1.9	
31 (Spur)							f		220.9	* ICELAND	0.6	
34 (Spur)									221.5	* WICKES	0.9	
75 W	10.35		12.20PM	12.58	12.30	8.14	s 8.33	s 7.26	222.4	D FLORISTON	3.1	
20 W (Spur)	10.50		12.30	1.04	12.37	8.20	f 8.40	7.32	225.5	MYSTIC	3.0	
No Siding W	11.05		12.45	1.10	12.44	8.26	f 8.50	7.38	228.5	CALVADA	3.9	
100	11.20		1.30	1.18	12.53	8.34	s 9.04	s 7.48	232.4	D **VERDI**	2.3	
65									234.7	WARE	1.1	
15 (Spur)							f		235.8	MOGUL	2.0	
6 W (Spur)	11.50PM		1.50	1.28	1.06	8.45	9.20	8.00	237.9	LAWTON	5.0	
Yard OP	12.25AM		2.15	s 1.45	s 1.32	s 9.05	s 9.45	s 8.25	242.9	**RENO**	2.6	
Yard				1.50	1.38	9.10	s 9.50	s 8.30	245.5	SPARKS (Passenger Depot)	0.7	
Term. Yard FWTOP	12.45AM		2.30PM	1.55AM	s 1.45AM	9.15PM	s 10.00PM	s 8.40AM	246.2	DNR **SPARKS** (Dsprs Office)		
	Arrive Daily	Ar. Monday Wednesdny aad Friday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(79.6)		
	(8.55) 9.46	(5.40) 7.11	(4.00) 19.90	(3.30) 22.74	(4.20) 18.12	(3.50) 20.76	(5.00) 17.05	(4.55) 16.19		……Time over district ……Average speed per hour		

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

*Frog taken out part of season.
Siding at Ware on eastward track only.
Burckhalter Spur on eastward track only.
Water tank Mystic and Lawton on westward track only.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use track No. 1, Eastward trains track No. 2. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

ADDITIONAL STOPS ON SIGNAL	
	No. 24 Union Mills, Farad, Fleish and Lawton Springs.
	No. 6 Union Mills, Lawton Springs.
	No. 24 Summit Hotel.

Time Table No. 97

May 16, 1915

			FIRST CLASS					THIRD CLASS		
		Distance from Sparks	1	9	5	23	19	309	307	253
			Overland Limited	Fast Mail	San Francisco Limited	Tonopah Express	Pacific Limited	Way Freight	Way Freight	Ogden Manifest
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday Thursday and Saturday	Arrive Daily
DN	**BLUE CANON**	79.6	3.30AM	s 7.47AM	s 1.15PM	s 12.08AM	s 2.30AM		12.35PM	8.30AM
	3.1									
	FULDA	76.5	3.23	7.40	1.07	f 11.58PM	2.20		12.20	8.13
	2.1									
D	EMIGRANT GAP	74.4	3.18	7.35	f 1.01	s 11.52	2.14		12.05PM	8.00
	1.5									
DN	**SMART**	72.9	3.15	7.32	f 12.57	f 11.47	2.11		11.55AM	7.50
	2.8									
	YUBA PASS	70.1	3.08	7.25	12.50	f 11.39	2.04		11.00	7.35
	2.2									
	CRYSTAL LAKE	67.9	3.03	**7.20**	**12.45**	f 11.33	1.58		10.40	**7.20**
	2.0									
DN	CISCO	65.9	2.56	7.13	f 12.39	s 11.27	1.51		10.25	6.50
	3.5									
	TAMARACK	62.4	2.46	7.03	12.28	f **11.16**	1.41		10.05	6.27
	2.0									
DN	TROY	60.4	2.40	6.57	12.22	f 11.02	1.35		9.45	6.15
	2.1									
	SPRUCE	58.3	2.35	6.52	12.16	f 10.54	1.29		9.30	6.00
	2.8									
	SODA SPRINGS	55.5	2.29	6.46	12.07PM	f **10.45**	1.22		9.15	**5.35**
	2.3									
DN	SUMMIT	53.2	2.23	6.40	f 11.59AM	s 10.27	1.15		9.00	5.10
	3.2									
	LAKE VIEW	50.0	2.11	6.31	11.45	f 10.08	1.02		8.10	4.40
	2.0									
	EDER	48.0	2.05	6.26	11.38	f 10.00	12.55		7.55	4.25
	2.4									
DN	ANDOVER	45.6	2.00	**6.20**	11.30	f 9.52	12.47		7.40	4.05
	2.1									
	*STANFORD	43.5								
	0.9									
	*ARCTIC	42.6								
	0.5									
	CHAMPION	42.1	1.52	6.12	11.18	f 9.40	12.37		7.20	3.40
	2.2									
	* DONNER ICE CO.	39.9								
	1.7									
DNR	**TRUCKEE**	38.2 38.0	s 1.40	s 6.00	s 11.05	s 9.25	s **12.25**	10.00AM	**7.00AM**	3.15
	3.1									
	*POLARIS	34.9				s				
	3.9									
	*PROSSER CREEK	31.0	1.17	5.42	10.37	f 8.55	12.01AM	9.40		2.05
	1.3									
D	**BOCA**	29.7	1.14	5.38	s 10.33	s 8.52	11.57PM	9.30		2.00
	1.8									
	HINTON	27.9	1.11	5.34	10.29	8.48	11.53			
	0.9									
	*BURCKHALTER	27.0								
	1.9									
	*ICELAND	25.1				s				
	0.6									
	*WICKES	24.5								
	0.9									
D	FLORISTON	23.6	1.05	5.28	s 10.18	s 8.38	11.42	8.45		1.40
	3.1									
	MYSTIC	20.6	1.00	5.23	10.08	f 8.31	11.35	8.00		1.25
	3.0									
	CALVADA	17.6	12.55	5.17	10.01	8.24	11.28	7.45		1.10
	3.9									
D	**VERDI**	13.7	**12.48**	5.10	s 9.52	s 8.15	11.20	7.30		**12.48**
	2.3									
	WARE	11.4								
	1.1									
	MOGUL	10.3				f				
	2.0									
	LAWTON	8.3	12.38	5.00	9.33	7.57	11.07	6.20		12.01AM
	5.0									
	RENO	3.3	s 12.28	s 4.52	s 9.20	s 7.45	s 10.55	6.00		11.45PM
	2.6									
	SPARKS (Passenger Depot)	0.7	12.18	4.43	9.08	s 7.28	10.43			
	0.7									
DNR	**SPARKS** (DsprsOffice)	0.0	12.15AM	4.40AM	9.05AM	7.25PM	10.40PM	5.30AM		11.30PM
	(79.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday Thursday and Saturday	Leave Daily
	Time over District....................		(3.45)	(3.07)	(4.10)	(4.43)	(3.50)	(4.30)	(5.35)	(9.00)
	Average speed per hour................		24.26	25.83	19.10	16.88	20.76	15.11	7.41	8.85

Staff System

Automatic Block

Double Track (No. 1)

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

*Frog taken out part of season.
Siding at Ware on eastward track only.
Burckhalter Spur on eastward track only.
Water tank Mystic and Lawton on westward track only.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use track No. 1, Eastward trains track No. 2. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

ADDITIONAL STOP ON SIGNAL:
No. 23 Lawton Springs, Union Mills, Farad, Fleish and Summit Hotel.

Eastward.

FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS		FIRST CLASS								Distance from San Francisco		Time Table No. 97 May 16, 1915
	222 Portland Fast Freight	**228** Way Freight	**230** Way Freight	**548** Chico Willows MOTOR	**550** Red Bluff MOTOR	**48** El Dorado	**14** Portland Express	**32** Red Bluff Passenger	**12** Shasta Limited	**28** Dunsmuir Passenger	**30** Red Bluff Passenger	**54** Exposition Special	**16** Oregon Express			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
	6.40AM			8.30AM		8.20PM	3.30PM	4.05PM	1.15PM	11.30AM	9.30AM	2.45AM	12.25AM	88.8		**SACRAMENTO**
Term Yard OWFPYT	11.00AM		5.30AM	9.10AM		8.55PM		4.40PM		12.10PM		3.20AM	1.00AM	106.6	DN	**ROSEVILLE** 6.2
49	11.16		5.50	f 9.25		9.04		f 4.52		f 12.20		3.30	1.15	112.8		WHITNEY 4.2
134 W	11.25		6.30	s 9.32		s 9.11		s 5.00		s 12.29		f 3.37	s 1.22	117.0	D	LINCOLN 1.3
34 Spur														118.3		CLAYTON 0.3
9 Spur														118.6		*AHART 2.4
38	11.31		7.10	f 9.42		9.17		f 5.07		f 12.35		3.43	1.28	121.0		EWING 3.8
32	11.39		7.51	f 9.50		f 9.22		s 5.14		s 12.43		3.49	1.34	124.8		SHERIDAN 3.3
138	11.44		8.20	s 9.58		s 9.26		s 5.20		s 12.50		f 3.54	s 1.40	128.1	D	WHEATLAND 6.1
53	11.55AM		8.45	f 10.11		9.36		f 5.30		f 1.02		4.03	1.50	134.2		OSTROM 6.6
Yard WOP	12.30PM		9.50	s 10.25 10.35		s 9.50		s 5.45		s 1.20		s 4.20	s 2.10	140.8	DN	**MARYSVILLE** 1.0
Yard PIY	12.35		9.55	10.37		9.53		5.48		1.23		4.23	2.14	141.8		**BINNEY JUNCTION** W. P. Ry. Crossing. 2.9
112	1.00		10.20	f 10.43		9.58		f 5.56		f 1.29		4.28	2.24	144.7		BERG 3.0
43	1.20		10.30	f 10.49		10.03		f 6.01		f 1.35		4.33	2.29	147.7		LOMO 2.1
8 Spur				f		f		f		f				149.8		SUNSET 1.7
54 I	1.43		10.57AM	s 10.57		f 10.08		s 6.08		s 1.43		f 4.39	f 2.35	151.5	D	LIVE OAK N. E. Ry. Crossing 4.4
5 Spur				f										155.9		FAGAN 2.1
120	2.15		12.35PM	s 11.10		s 10.18		s 6.22		s 1.55		s 4.49	s 2.45	158.0	D	GRIDLEY 3.4
49 W	2.30		12.50	s 11.15		s 10.24		s 6.28		s 2.05		s 4.55	s 2.53	161.4	D	BIGGS 6.0
49	2.55		1.15	s 11.25		f 10.36		s 6.43		s 2.15		5.08	3.04	167.4		RICHVALE 4.1
110	3.20		1.35	f 11.35		f 10.44		s 6.51		s 2.24		5.17	3.11	171.5		NELSON 6.6
49	4.00		2.05	s 11.55AM		f 10.56		s 7.05		s 2.38		f 5.33	3.22	178.1	D	DURHAM 3.8
9 Spur				f				f		f				181.9		FAULKNER 2.3 N. E. Ry. Crossing
Yard OYW	4.45	7.00AM	2.30PM	s 12.15PM 12.30	9.35AM	s 11.05PM		s 7.25		s 2.55		s 5.45	s 3.40	184.2	DNR	**CHICO** 4.9
7 Spur	5.10	7.10		f 12.37	f 9.43			7.32		3.02		5.54	3.47	189.1		POND 2.2
29	5.25	7.25		f 12.45	f 9.48			s 7.37		s 3.07		5.59	3.51	191.3		NORD 2.3
112	5.32	7.40		f 12.50	f 9.53			f 7.41		f 3.12		6.03	3.56	193.6		ANITA 2.4
20	5.40	7.50		f 12.56	f 9.58			f 7.44		f 3.17		6.08	4.01	196.0		CANA 2.6
8 Spur	5.50	8.00		f 1.02	f 10.04			f 7.49		f 3.22		6.13	4.06	198.6		SOTO 4.4
49	6.02	8.20		s 1.12	s 10.12			s 7.57		s 3.28		f 6.20	s 4.13	203.0	D	VINA 1.6
15	6.08	8.37		f 1.16	f 10.16			8.00		3.32		6.23	4.16	204.6		COPELAND 2.5
12 Spur				f	f			f		f				207.1		ENSIGN 0.9
8 Spur				f	f			f		f				208.0		BOHEMIA 1.7
48	6.25	9.05		s 1.28	s 10.38			s 8.10		s 3.43		f 6.32	s 4.25	209.7	D	LOS MOLINOS 2.0
120 PWY	7.00	9.15		s 1.35PM	s 10.50		8.30PM	s 8.20	4.38PM	s 3.50	3.00PM	s 6.45	s 4.40	211.7	Automatic Block DNR	**TEHAMA** 3.0
250	7.15	9.25			f 10.58		8.36	f 8.26	4.43	f 3.56	f 3.06	6.52	4.50	214.7		GERBER 0.9
49	7.20	9.28			f 11.00		8.39	f 8.28	4.45	f 3.59	f 3.08	6.54	f 4.52	215.6		PROBERTA 3.3
110	7.35	9.40			f 11.10		8.45	f 8.35	4.50	f 4.05	f 3.15	7.05	5.00	218.9		RAWSON 4.5
Term Yard FWTO	8.00PM	9.50AM			s 11.20AM		s 8.55PM	s 8.45PM	5.00PM	s 4.15PM	s 3.25PM	s 7.15AM	s 5.10AM	223.4	DNR	**RED BLUFF**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(116.8)
Marysville Yard—See trains on page 11.	(9.00) 12.98	(2.50) 13.83	(9.00) 8.60	(4.25) 22.88	(1.45) 24.19	(2.10) 35.17	(0.25) 28.08	(4.05) 28.60	(0.22) 31.91	(4.05) 28.60	(0.25) 28.08	(3.55) 29.82	(4.10) 28.03			..........Time over District ....Average speed per hour

Time at Tehama applies at Junction Switch.

*Frog out.

ADDITIONAL STOPS ON SIGNAL.
- No. 548, Morrison and Hills Crossing.
- No. 16, to receive passengers for Portland and points beyond.
- Nos. 548 and 550, Nord Ave., Chico, and Second Street, Tehama.

No. 54 to receive passengers for Dunsmuir and points beyond.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 97

May 16, 1915

			FIRST CLASS								SECOND CLASS		THIRD CLASS		FOURTH CLASS
		Distance from Red Bluff	47	15	31	27	53	29	11	13	549	547	221	229	227
			El Dorado	California Express	Red Bluff Passenger	San Francisco Passenger	Exposition Special	Red Bluff Passenger	Shasta Limited	San Francisco Express	Chico-Willows MOTOR	Red Bluff and Sacramento MOTOR	Portland Fast Freight	Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO		8.05AM	9.05AM	10.00AM	3.00PM	3.40PM	3.40PM	5.20PM	9.00AM		6.25PM	7.00PM		
DN	**ROSEVILLE** 6.2	116.8	s 7.32AM	s 8.23AM		s 2.18PM						s 5.50PM	2.50PM	5.10PM	
	WHITNEY 4.2	110.6	f 7.23	8.12		f **2.10**						f 5.38	**2.10**	**4.52**	
D	LINCOLN 1.3	106.4	s 7.17	s 8.05		s 2.02						s 5.30	1.35	4.15 3.30	
	CLAYTON 0.3	105.1													
	*AHART 2.4	104.8													
	EWING 3.8	102.4	**7.10**	7.57		f 1.53						f 5.22	1.20	3.05	
	SHERIDAN 3.3	98.6	f 7.05	**7.51**		s 1.48						f **5.14**	1.05	2.45	
D	WHEATLAND 6.1	95.3	s 7.00	s 7.45		s 1.42						s 4.58	**12.50PM**	2.30	
	OSTROM 6.6	89.2	6.50	f 7.35		f 1.30						f 4.47	**11.55AM**	2.00	
DN	**MARYSVILLE** 1.0	82.6	s 6.40	s 7.25		s **1.20**						4.35 s 4.25	11.25	**1.30 12.20**	
	BINNEY JUNCTION W. P. Ry. Crossing 2.9	81.6	6.35	7.10		1.05						4.23	11.00	12.05PM	
	BERG 3.0	78.7	f 6.30	7.05		f **1.00**						f 4.18	**10.43 10.20**	11.40AM	
	LOMO 2.1	75.7	6.25	f 7.00		f 12.53						f 4.11	10.12	11.20	
	SUNSET 1.7	73.6	f			f						f			
D	LIVE OAK N. E. Ry. Crossing 4.4	71.9	f 6.20	s 6.52		s 12.47						s 4.03	10.00	**10.57**	
	FAGAN 2.1	67.5										f			
D	GRIDLEY 3.4	65.4	s 6.09	s 6.41		s **12.35**						s 3.51	9.42	10.15	
D	BIGGS 6.0	62.0	s 6.03	s 6.34		s 12.29						s 3.45	9.30	9.50	
	RICHVALE 4.1	56.0	f 5.53	6.22		s 12.15						s 3.30	**9.10**	**9.10**	
	NELSON 6.6	51.9	f 5.45	6.13		s 12.07PM						f **3.20**	9.00	8.50	
D	DURHAM 3.8	45.3	f **5.33**	s 6.00		s **11.55AM**						s 3.08	8.40	8.25	
	FAULKNER 2.3	41.5										f			
DN R	N. E. Ry. Crossing **CHICO** 4.9	39.2	5.25AM	s **5.45**		¶11.40 11.20					s 9.20AM	s **2.55 2.50**	8.20	8.00AM	1.30PM
	POND 2.2	34.3		5.25		11.11					f 9.11	f 2.42	8.00		1.05
	NORD 2.3	32.1		f 5.21		s 11.08					f 9.06	f 2.37	7.55		1.00
	ANITA 2.4	29.8		f 5.17		f 11.04					f 9.01	f 2.32	**7.40**		**12.50**
	CANA 2.6	27.4		f 5.13		f 11.00					f 8.55	f 2.27	7.20		12.30
	SOTO 4.4	24.8		5.08		f 10.55					f 8.48	f 2.21	7.10		12.15
D	VINA 1.6	20.4		s 5.02		s 10.48					f 8.40	s 2.13	6.55		12.05PM
	COPELAND 2.5	18.8		4.59		10.45					f **8.37**	f 2.10	6.50		11.55AM
	ENSIGN 0.9	16.3									f	f			
	BOHEMIA 1.7	15.4									f	f			
D	LOS MOLINOS 2.0	13.7		s 4.50		s **10.38**					s 8.27	s 2.00	**6.32**		11.35
Automatic Block DN R	**TEHAMA** 3.0	11.7		s **4.40**	s 5.40AM	s 10.28	s 10.35AM	s **10.50AM**	12.50PM	s 12.01AM	8.20AM	s 1.55	6.10		11.15
	GERBER 0.9	8.7		4.33	f 5.34	f 10.20	10.28	10.43	12.44	11.54PM		f 1.48	5.55		11.05
	PROBERTA 3.3	7.8		f 4.31	f 5.32	f 10.18	10.26	10 41	12.42	f 11.52		f 1.46	5.50		**11.00**
	RAWSON 4.5	4.5		4.25	f 5.25	10.13	10.20	f 10.35	12.37	11.45		f 1.40	5.40		10.45
DN R	**RED BLUFF**	0.0		4.15AM	**5.15AM**	10.05AM	10.10AM	**10.25AM**	12.30PM	11.35PM		1.30PM	**5.25AM**		**10.35AM**
	(116.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(2.07)	(4.08)	(0.25)	(4.13)	(0.25)	(0.25)	(0.20)	(0.26)	(1.00)	(4.20)	(9.25)	(9.10)	(2.55)
	Average speed per hour		35.90	28.34	27.00	27.66	27.00	27.00	35.10	27.00	27.50	28.60	12.95	10.88	14.97

Marysville Yard see page 11.

*Frog out. Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL.
- No. 15, stations west of Red Bluff to discharge passengers from Portland or points beyond.
- No. 547 Morrison's Crossing.
- Nos. 547 and 549 Nord Ave., Chico, and Second Street, Tehama.

Time at Tehama applies at Jct. Switch.

Eastward. FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS		SECOND CLASS				FIRST CLASS				Distance from San Francisco		Time Table No. 97 May 16, 1915
	226	224	544	542	536	546		14	12	30			
	Way Freight	Way Freight	Hamilton MOTOR	Oroville MOTOR	Oroville MOTOR	Red Bluff MOTOR		Portland Express	Shasta Limited	Red Bluff Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily			**STATIONS**
WFTYOP	4.45AM		7.00PM	6.30PM	7.55AM			3.30PM	1.15PM	9.30AM	88.8		**SACRAMENTO** 13.2
							Use Western Division	Time Table	Sacramento	to Davis.			
Terminal Yard WYP	5.40AM		7.55PM	7.05PM	8.30AM			4.20PM	1.55PM	10.15AM	75.6	DNR	**DAVIS** 5.1
49	5.55		f 8.04	f 7.15	f 8.40			4.30	2.02	f 10.25	80.7		MERRITT 2.5
20	6.05		f 8.08	f 7.23	f 8.45			4.36	2.06	f 10.29	83.2		MULLEN 1.7
68 TPW	6.10 7.00		s 8.15	s 7.25PM	s 8.50AM			s 4.45	2.08	s 10.37	84.9	DR	**WOODLAND** Sacramento Woodland Ry. Crossing 4.3
30 Spur			f							f	89.2		ELVATON 0.7
30	7.20		s 8.25					s 4.55	2.16	s 10.47	89.9	D	YOLO 2.2
14 Spur			f							f	92.1		DUFOUR 1.6
6 Spur			f							f	93.7		* RONDA 2.1
43	7.40		s 8.38					f 5.05	2.24	s 11.00	95.8	D	ZAMORA 2.2
20	7.50		f 8.43					5.10	2.27	f 11.05	98.0		BRETONA 3.1
4 Spur			f							f	101.1		* WYCKOFF 2.1
38 W	8.20		s 8.54					s 5.23	2.34	s 11.15	103.2	D	DUNNIGAN 3.2
43	8.50		f 9.00					5.32	2.38	f 11.22	106.4		HERSHEY 1.9
237 YP	9.00		f 9.04					5.35	2.43	f 11.25	108.3		**HARRINGTON** 5.2
49	9.45		s 9.15 9.25					s 5.45	2.50	¶ 11.35 11.55AM	113.5	D	ARBUCKLE 4.1
35 W	10.00		f 9.32					5.55	3.00	f 12.10PM	117.6		GENEVRA 0.9
15	10.05		f 9.35					5.57	3.02	f 12.12	118.5		MACY 5.7
57	10.55		s 9.45					s 6.10	3.09	s 12.30	124.2	D	WILLIAMS 4.9
49	11.15		f 9.53					6.19	3.15	s 12.41	129.1		COLUSA JUNCTION 3.9
50 W	11.40AM		s 10.00					s 6.28	3.21	s 12.47	133.0	D	MAXWELL 5.3
47	12.08PM		f 10.10					6.36	3.28	s 1.00	138.3		DELAVAN 3.8
40	12.52		f 10.17					6.44	3.33	s 1.07	142.1		NORMAN 2.2
36	1.12		f 10.21					6.49	3.37	f 1.12	144.3		LOGANDALE 5.6
64 WFY	1.40PM	1.15AM	s 10.35			7.00AM		s 7.05	3.45	s 1.25	149.9	DNR	**WILLOWS** 3.3
14		1.25	f 10.42			f 7.06		7.10	3.50	f 1.40	153.2		LYMAN 3.6
48		1.45	f 10.47			s 7.13		s 7.18	3.57	s 1.48	156.8	D	GERMANTOWN 3.9
62		1.55	f 10.54			f 7.21		7.25	4.02	f 1.54	160.7		GRAPIT 1.3
36		2.02	f 10.57			f 7.25		7.29	4.05	f 1.59	162.0		GREENWOOD 3.4
45 PW		2.30	s 11.02			s 7.32		s 7.40	4.09	s 2.07	165.4	Automatic Block DR	ORLAND 1.6
42 PY		2.35	f 11.05PM			f 7.35		7.44	4.11	f 2.12	167.0		**WYO** 2.0
16		2.40				f 7.39		7.48	4.14	f 2.16	169.0		MALTON 4.4
30		2.52				f 7.46		f 7.55	4.19	s 2.25	173.4		KIRKWOOD 5.1
51		3.15				s 8.01		s 8.10	4.26	s 2.38	178.5	D	CORNING 3.1
49		3.25				f 8.07		f 8.16	4.31	s 2.45	181.6		RICHFIELD 4.7
120 WY		3.40AM				s 8.15AM		s 8.25PM	4.38PM	s 2.55PM	186.3	DNR	**TEHAMA**
													(110.7)
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			
	(8.00) 15.81	(2.25) 15.07	(3.10) 30.67	(0.20) 27.90	(0.20) 27.90	(1.15) 29.12		(4.05) 27.11	(2.43) 40.75	(4.40) 25.54			..........Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. { **No. 14 will stop at Elvaton to discharge passengers from stations west of Benicia and stations between Davis and Tehama to receive passengers for points east of Dunsmuir.**

Time at Tehama applies at Junction Switch.

*Frog Out.

TOWARD SAN FRANCISCO

Westward.

	Time Table No. 97 May 16, 1915	Distance from Tehama	FIRST CLASS					SECOND CLASS				THIRD CLASS	FOURTH CLASS
			13	31	53	29	11	541	545	543	539	225	223
			San Francisco Express	Red Bluff Passenger	Exposition Special	Red Bluff Passenger	Shasta Limited	Oroville MOTOR	Chico Willows MOTOR	Hamilton Davis MOTOR	Oroville MOTOR	Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO 13.2	123.9	9.00AM Use Western	10.00AM Time Table	3.40PM	3.40PM Davis to Sac	5.20PM ramento	9.00AM		7.25PM	7.25PM	3.00PM	
DNR	**DAVIS** 5.1	110.7	s 3.45AM	s 9.25AM	s 2.20PM	s 3.05PM	s 3.40PM	s 8.25AM		s 6.40PM	s 6.50PM	1.40PM	
	MERRITT 2.5	105.6	3.34	f 9.15	**2.02**	f 2.59	3.31	f 8.15		f 6.28	f 6.38	1.17	
	MULLEN 1.7	103.1	3.29	f 9.09	1.50	f 2.54	3.26	f 8.10		f 6.23	f 6.33	1.07	
DR	**WOODLAND** Sacramento Woodland Ry. Crossing. 4.3	101.4	s 3.25	s 9.05	s 1.45	s 2.50	3.22	8.05AM		s 6.20	6.30PM	1.00	
	ELVATON 0.7	97.1		f		f				f			
D	YOLO 2.2	96.4	s 3.10	s 8.48	f 1.32	s 2.36	3.11			s 6.10		12.05PM	
	DUFOUR 1.6	94.2		f		f				f			
	* RONDA 2.1	92.6		f						f			
D	ZAMORA 2.2	90.5	f 2.58	s 8.36	f 1.22	s **2.24**	3.03			s 5.58		11.45AM	
	BRETONA 3.1	88.3	2.53	f 8.31	1.17	f 2.15	3.00			f 5.53		10.30	
	* WYCKOFF 2.1	85.2								f			
D	DUNNIGAN 3.2	83.1	s 2.45	s **8.20**	f 1.08	s 2.07	2.53			s 5.45		**11.15**	
	HERSHEY 1.9	79.9	2.35	f 8.12	1.03	f 2.02	2.48			f 5.39		10.25	
	HARRINGTON 5.2	78.0	2.31	f 8.09	1.00	f 1.58	**2.43**			f **5.35**		10.10	
D	ARBUCKLE 4.1	72.8	s 2.23	s 7.58	s 12.51	s 1.50	2.35			s 5.18 5.13		**9.45**	
	GENEVRA 0.9	68.7	2.14	s 7.50	12.44	f 1.43	2.29			f 5.03		9.30	
	MACY 5.7	67.8	2.11	7.45	12.39	1.37	2.27			f 5.01		9.15	
D	WILLIAMS 4.9	62.1	s 2.00	s 7.35	s **12.30**	s 1.29	2.20			s 4.50		8.50	
	COLUSA JUNCTION 3.9	57.2	s 1.52	s 7.27	12.21	s 1.20	2.14			s 4.40		8.25	
D	MAXWELL 5.3	53.3	s 1.43	s 7.20	f 12.15	s 1.10	2.09			s 4.32		8.10	
	DELAVAN 3.8	48.0	1.35	f 7.12	**12.08**	f **1.00**	2.03			f 4.22		7.45	
	NORMAN 2.2	44.2	1.29	f 7.06	12.03PM	s **12.52**	1.58			f 4.14		7.35	
	LOGANDALE 5.6	42.0	1.25	f 7.02	11.59AM	f 12.47	1.55			f 4.09		7.20	
DNR	**WILLOWS** 3.3	36.4	s **1.15**	s **6.52**	s 11.51	¶12.35 12.15	**1.47**		s 3.15PM	s 3.57		7.05AM	7.35AM
	LYMAN 3.6	33.1	1.03	f 6.43	11.42	f 12.08	**1.40**		f 3.08	f **3.50**			7.25
D	GERMANTOWN 3.9	29.5	s 12.57	s 6.38	f 11.35	s 12.01PM	1.34		s 3.02	s 3.37			**7.13**
	GRAPIT 1.3	25.6	12.51	f **6.34**	11.28	f 11.54AM	1.29		f 2.55	f 3.30			**6.34**
	GREENWOOD 3.4	24.3	12.48	f 6.32	11.24	f 11.51	1.26		f 2.52	f 3.26			6.15
Automatic Block DR	ORLAND 1.6	20.9	s 12.42	s 6.27	s 11.18	s 11.43	1.21		s 2.45	s 3.20			6.00
	WYO 2.0	19.3	12.35	f 6.20	11.10	f 11.35	1.18		f 2.41	3.15PM			5.30
	MALTON 4.4	17.3	12.32	f 6.17	11.07	f 11.30	1.15		f 2.38				5.25
	KIRKWOOD 5.1	12.9	12.25	f 6.09	10.59	f 11.22	1.09		f **2.25**				5.13
D	CORNING 3.1	7.8	s 12.16	s 6.02	s 10.50	s 11.12	1.02		s 2.10				5.00
	RICHFIELD 4.7	4.7	12.10	f 5.54	10.44	f 11.03	12.57		f 2.04				4.40
DNR	**TEHAMA**	0.0	12.01AM	5.45AM	10.35AM	10.53AM	12.50PM		1.55PM				4.25AM
	(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(3.44)	(3.40)	(3.45)	(4.12)	(2.50)	(0.20)	(1.20)	(3.25)	(0.20)	(6.35)	(3.10)
	Average speed per hour		30.92	30.20	29.52	28.63	39.08	27.90	24.27	27.42	27.90	11.29	11.49

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Nos. 13 and 53 will stop at statio s between Tehama and Davis to discharge passengers from Dunsmuir and points beyond.

Time at Tehama applies at Junction Switch.

*Frog Out.

Eastward. **FROM SAN FRANCISCO.** **TOWARD SAN FRANCISCO.** Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 97 May 16, 1915	Distance from Placerville	FIRST CLASS	SECOND CLASS		THIRD CLASS
	264 Way Freight	**530** Fair Oaks and Folsom **MOTOR**	**520** Fair Oaks and Placerville **MOTOR**	**62** Placerville Passenger					**61** Placerville Passenger	**521** Fair Oaks and Folsom **MOTOR**	**531** Placerville and Fair Oaks **MOTOR**	**265** Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
WFTYOP	6.00AM	5.20PM	8.10AM	2.00PM	88.8	DNR	**SACRAMENTO** 0.5	59.9	s 10.35AM	s 7.55AM	s 5.05PM	2.10PM
					89.3		Sacramento-Woodland Ry. Crossing 0.3	59.4				
			8.15		89.6		JCT. SWITCH, R STREET 0.1	59.1				
					89.7		Northern Electric Crossing Western Pacific Crossing 0.5	59.0				
					90.2		Central California Traction Crossing 0.6	58.5				
I	Via Elvas	Via Elvas		Via Elvas	90.8		Western Pacific Crossing 1.2	57.9	Via Elvas	Via Elvas	Via Elvas	Via Elvas
I					92.0		Northern Electric Crossing 0.3	56.7				
Yard			f 8.22		92.3		HOMESTEAD 2.4	56.4				
Yard W	6.20	s 5.40	s 8.30	s 2.18	94.7	DNR	**BRIGHTON** S. P. Crossing. 0.8	54.0	s 10.17	s 7.38	s 4.50	1.25
7 Spur		f	f	f	95.5		RAMONA 0.4	53.2	f	f	f	
29	6.23	f 5.42	f 8.33	s 2.21	95.9		PERKINS 1.6	52.8	s 10.13	f 7.34	f 4.44	1.15
9	6.28	f 5.45	f 8.37	f 2.24	97.5		MANLOVE 1.4	51.2	f 10.09	f 7.30	f 4.41	1.05
81	6.32	f 5.48	f 8.41	s 2.27	98.9		MAYHEW 1.8	49.8	s 10.05	f 7.27	f 4.37	12.50
8	6.37	f 5.52	f 8.45	f 2.30	100.7		ROUTIER 0.9	48.0	f 10.01	f 7.23	f 4.34	12.40
22	6.40	f 5.54	f 8.47	f 2.32	101.6		MILLS 1.8	47.1	f 9.59	f 7.21	f 4.32	12.35
35	**7.17**	f 5.58	f 8.51	f 2.35	103.4		CORDOVA 1.0	45.3	f 9.55	f **7.17**	f 4.27	12.20
35	7.35 8.45	s 6.00 6.15	s 8.55 9.10	s 2.38 2.53	104.4	R	**CITRUS** 3.0	44.3	s 9.52	7.15 s 7.00	4.25 s 4.10	12.10PM 11.05AM
18	8.58	f 6.20	f 9.15	f 2.59	107.4		NIMBUS 0.9	41.3	f 9.46	f 6.53	f 4.01	10.50
31	9.02	f 6.22	f 9.17	f 3.01	108.3		ALDER CREEK 1.8	40.4	f 9.43	f 6.51	f 3.58	10.45
25	**9.10** **9.40**	f 6.26	f **9.20**	f 3.04	110.1		NATOMA 1.0	38.6	f **9.40**	f 6.48	f 3.53	10.37
25 WY	**10.30**	s 6.30PM	s **9.35**	s 3.12	111.1	DR	**FOLSOM** 6.9	37.6	s **9.35**	6.45AM	s 3.50	**10.30**
9	11.00		f **9.55**	f **3.35**	118.0		WHITE ROCK 5.1	30.7	f 9.16		f **3.35**	**9.55**
9 Spur	11.25		f 10.07	f 3.49	123.1		COTHRIN 3.0	25.6	f 9.01		f 3.15	9.20
15	11.40		s 10.16	s 3.58	126.1	D	LATROBE 1.5	22.6	s **8.52**		s 3.08	**8.52**
4 Spur			f	f	127.6		FLONELLIS 0.5	21.1	f		f	
9 Spur	11.50		f 10.21	f 4.04	128.1		BRELA 1.7	20.6	f 8.47		f 3.04	8.10
6 Spur	11.59AM		f 10.26	f 4.09	129.8		BRANDON 1.6	18.9	f 8.43		f 3.00	8.05
6	12.05PM		f 10.30	f 4.13	131.4		DUGAN 0.3	17.3	f 8.38		f 2.55	7.58
4 Spur			f	f	131.7		BULLARD 2.3	17.0	f		f	
2 Spur	12.15		f 10.36	f 4.22	134.0		BENNETT 2.9	14.7	f 8.31		f 2.50	7.48
27	12.35		s 10.44	s 4.30	136.9		SHINGLE SPRINGS 3.5	11.8	s 8.23		s 2.43	7.38
6 Spur	12.50		f 10.52	f 4.40	140.4		CUMMINGS 2.3	8.3	f 8.14		f 2.35	7.25
30	1.00		s 10.59	s 4.47	142.7		EL DORADO 2.3	6.0	s 8.08		s 2.29	7.15
23	1.15		s 11.05	s 4.52	145.0	D	**DIAMOND SPRINGS** 3.7	3.7	s 8.01		s 2.24	7.05
Yard WT	1.30PM		s 11.15AM	s 5.05PM	148.7	DR	**PLACERVILLE**	0.0	7.50AM		2.15PM	6.45AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(59.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(7.30)	(1.10)	(3.05)	(3.05)			Time over District		(2.45)	(1.10)	(2.50)	(7.25)
	10.32	25.42	20.92	20.92			Average speed per hour		21.20	25.42	22.17	9.48

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

For Fair Oaks Branch trains, see page 11.

For Walnut Grove Branch Trains, Sacramento and Junction Switch R Street, see page 12.

Water—One mile east of Dugan.

ADDITIONAL STOPS ON SIGNAL.

All trains Soudan, Malby, Stone House, Webber Creek Bridge, Bradshaw, Salsbury, Road crossing one-half mile East of Citrus, Alden, Plummer, Carpenter and Limestone.

No. 520 Tenth, Twenty-first and Twenty-eighth Streets, Sacramento and East Lawn.

Nos. 521 and 530 18th and B Street, Sacramento.

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 97 May 16, 1915	Distance from Fair Oaks	SECOND CLASS					FOURTH CLASS	
		272	270	514	512	64	504	502					501	503	65	511	513	271	273
		Way Freight	Way Freight	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks MOTOR	Fair Oaks MOTOR			STATIONS		Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks MOTOR	Fair Oaks MOTOR	Way Freight	Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
35		11.05AM	7.40AM	6.00PM	4.10PM	2.38PM	8.55AM	7.00AM	104.4	R	**CITRUS** 1.0	1.9	s 7.15AM	s 9.10AM	s 2.53PM	s 4.25PM	s 6.15PM	8.30AM	12.05PM
10	Spur			f	f	f	f	f	105.4		HOLLY 0.9	0.9	f	f	f	f	f		
15	T	11.10AM	7.45AM	s **6.05PM**	s **4.15PM**	s **2.43PM**	s **9.00AM**	s **7.05AM**	106.3	DR	**FAIR OAKS**	0.0	**7.10AM**	**9.05AM**	**2.48PM**	**4.20PM**	**6.10PM**	8.20AM	11.55AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(1.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80			........Time over District........ ....Average speed per hour.......		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.10) 11.40	(0.10) 11.40

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		SECOND CLASS			Distance from San Francisco		Time Table No. 97 May 16, 1915	Distance from Oroville	SECOND CLASS		
		542	538	536					541	537	539
		Oroville MOTOR	Oroville MOTOR	Sacramento Davis-Oroville MOTOR			STATIONS		Oroville MOTOR	Oroville MOTOR	Sacramento Davis Oroville MOTOR
		Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily
68	TPW	7.30PM		8.55AM	84.9	DR	**WOODLAND** 2.3	63.0	s 8.05AM		s 6.30PM
16		7.37		9.02	87.2		GARIC 0.5	60.7	7.57		6.25
23		f 7.39		f 9.05	87.7		PEART 1.7	60.2	f 7.55		f 6.23
29	Spur	f		f	89.4		LAUGENOUR 0.7	58.5	f		f
19		f		f	90.1		CURTIS 2.3	57.8	f		f
4	Spur	f		f	92.4		CORANCO 1.6	55.5	f		f
27		s 7.50		s 9 20	94.0	D	KNIGHTS LANDING 3.4	53.9	s 7.45		s 6.10
2	Spur	f		f	97.4		BYPASS 7.8	50.5	f		f
65		f 8.14		f 9.45	105.2		CHANDLER 2.3	42.7	f 7.21		f 5.46
29		f 8.19		f 9.52	107.5		MARCUSE 2.0	40.4	f 7.16		f 5.41
4	Spur	f		f	109.5		WILSON 1.9	38.4	f		f
19	W	s 8.28		s 10.02	111.4		TUDOR 1.0	36.5	s 7.09		s 5.34
8		f 8.31		f 10.05	112.4		ABBOTT 3.4	35.5	f 7.07		f 5.32
31		s 8.40		f 10.13	115.8		OSWALD 1.9	32.1	s 7.00		f 5.24
32		f 8.45		f 10.18	117.7		BOGUE 2.7	30.2	f 6.56		f 5.20
19	I	s 8.52		s 10.25	120.4	D	YUBA CITY N. E. Ry. Crossing. 1.4 W. P. Ry. Crossing.	27.5	s 6.50		s 5.14
Yard	W	s 8.57		s 10.30	121.8		E ST., MARYSVILLE 0.6	26.1	s 6.45		s 5.07
Yard	WOP	s 9.05 9.50	1.25PM	s 10.35 10.45	122.4	DNR	**MARYSVILLE** 1.0	25.5	6.40 s 6.35	s 1.05PM	5.00 s 4.35
Yard	IFY	9.55	1.30	10.50	123.4		**BINNEY JUNCTION** 3.1	24.5	6.32	1.00	4.30
3	Spur	f	f	f	126.5		MELLO 4.2	21.4	f	f	f
19		f 10.06	f 1.45	f 11.03	130.7		RAMIREZ 4.3	17.2	f 6.19	f 12.44	f 4.16
15		s 10.15	s 1.55	s 11.11	135.0		HONCUT 6.6	12.9	s 6.13	s 12.36	s 4.07
14		10.25	f 2.10	f 11.23	141.6		HEARST 0.9	6.3	6.02	f 12.22	f 3.53
35		s 10.27	s 2.13	s 11.26	142.5		PALERMO 2.5	5.4	s 5.59	s 12.20	s 3.52
27		10.32	f 2.18	f 11.29	145.0		VILLA VERONA 2.9	2.9	5.55	f 12.15	f 3.47
Yard	WT	s 10.40PM	s 2.25PM	s 11.35AM	147.9	DR	**OROVILLE**	0.0	5.50AM	12.10PM	3.40PM
		Arrive Daily	Arrive Daily	Arrive Daily			(63.0)		Leave Daily	Leave Daily	Leave Daily
		(3.10) 28.16	(1.00) 25.50	(2.40) 25.20			..........Time over District.......... ....Average speed per hour..........		(2.15) 29.07	(0.55) 27.82	(2.50) 26.07

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Howard Spur leading from Peart to Howard 1.9 miles. Time at Knights Landing applies at siding, as per Rule 5.

Marysville Yard—See trains on pages 6 and 7.

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	SECOND CLASS	Distance from San Francisco		Time Table No. 97 May 16, 1915	Distance from Fruto	SECOND CLASS	FOURTH CLASS
		266	552					551	267
		Way Freight	Fruto MOTOR			STATIONS		Fruto MOTOR	Way Freight
		Leave Wednesday and Saturday only	Leave Daily					Arrive Daily	Arrive Wednesday and Saturday only
64	WFY	4.30AM	4.00PM	149.9	DNR	**WILLOWS** 2.4	17.0	s 6.50AM	7.25AM
7	Spur		4.08	152.3		LOSA 3.5	14.6	6.42	
20			f 4.19	155.8		KURAND 3.8	11.1	f 6.30	
10			f 4.31	159.6		MILLSHOLM 4.0	7.3	f 6.17	
9			f 4.43	163.6		ATHENA 3.3	3.3	f 6.02	
19	T	**5.45AM**	s 4.55PM	166.9	R	**FRUTO**	0.0	**5.50AM**	6.10AM
		Arrive Wednesday and Saturday only	Arrive Daily			(17.0)		Leave Daily	Leave Wednesday and Saturday only
		(1.15) 13.60	(0.55) 18.55			..........Time over District.......... ....Average speed per hour..........		(1.00) 17.00	(1.15) 13.60

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	SECOND CLASS	Distance from San Francisco		Time Table No. 97 May 16, 1915	Distance from Hamilton	SECOND CLASS	FOURTH CLASS
		268	544					543	269
		Way Freight	Davis Hamilton MOTOR			STATIONS		Hamilton Davis MOTOR	Way Freight
		Leave Tuesday and Friday only	Leave Daily					Arrive Daily	Arrive Tuesday and Friday only
42	PY	2.00AM	11.05PM	167.0		**WYO** 10.4	10.4	s 3.15PM	3.40AM
30	W	2.40AM	s 11.30PM	177.4	DR	**HAMILTON**	0.0	2.45PM	3.00AM
		Arrive Tuesday and Friday only	Arrive Daily			(10.4)		Leave Daily	Leave Tuesday and Friday only
		(0.40) 15.60	(0.25) 24.96			..........Time over District.......... ....Average speed per hour..........		(0.40) 15.60	(0.40) 15.60

ADDITIONAL STOPS ON SIGNAL
- Nos. 541, 542, 536, 539, Vernon, Lee, Barley Sack, Saccarus and Cox's Lane.
- Nos. 536, 537, 538 and 539, Feather, Cox's Lane, Baggett's Crossing.
- Nos. 544 and 543, Cory.

Eastward. Westward.

FROM SAN FRANCISCO—WALNUT GROVE BRANCH—TOWARD SAN FRANCISCO

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	FIRST CLASS			Time Table No. 97 May 16, 1915				SECOND CLASS
	534 Walnut Grove MOTOR	532 Walnut Grove MOTOR	Distance from San Francisco	STATIONS	Distance from Walnut Grove	533 Walnut Grove MOTOR	535 Walnut Grove MOTOR	
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
Terminal Yard W.F.T.Y.O.P.	4.15PM	7.30AM	88.8	DNR **SACRAMENTO** 0.5	24.6	s 10.00AM	s 6.45PM	
Yard			89.3	Sacramento, Woodland Railway Crossing 0.3	24.1			
Yard	4.20	7.35	89.6	JCT. SWITCH R STREET 2.2	23.8	9.53	6.38	
Yard	f 4.25	f 7.40	91.8	BATHS 2.4	21.6	f 9.48	f 6.33	
60	f 4.30	f 7.45	94.2	DEL RIO 3.3	19.2	f 9.43	f 6.28	
60	s 4.37	s 7.52	97.5	FREEPORT 7.8	15.9	s 9.33	s 6.18	
66	s 4.50	s 8.15	105.3	HOOD 4.0	9.5	s 9.13	s 5.58	
55	f 5.02	f 8.27	107.9	GLANN 3.3	5.5	f 9.01	f 5.46	
No Siding	f 5.08	f 8.33	111.2	MOFUBA 2.2	2.2	f 8.55	f 5.40	
61 WY	s 5.20PM	s 8.35AM	113.4	DR **WALNUT GROVE** (24.6)	0.0	8.45AM	5.30PM	
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	
	(1.05) 22.70	(1.05) 22.70		Time over District Average speed per hour		(1.15) 18.35	(1.15) 18.35	

For Placerville Branch trains via R Street, see page 10.

Time at Walnut Grove applies at Station.

Telephone at Junction Switch R Street—Walnut Grove trains using main track from R Street to Sacramento passenger station will ask for instructions from Dispatcher regarding overdue passenger trains.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. {All schedule trains at Pocket, Rosebud, Acacia, Nicolaus and Mosher.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

	Time Table No. 97 May 16, 1915		Distance from Brighton	23	19	1	256	210	254	521	47	15	33	288	61	9	122	82	265	286	27	32	5	531	124	209	547	221	192
				Tonopah Express	Pacific Limited	Overland Limited	Sunset Manifest	The Newsboy	Ogden Manifest	Fair Oaks and Folsom **MOTOR**	El Dorado	California Express	Colfax Passenger	Stockton Freight	Placerville Passenger	Fast Mail	Sacram'nto Passenger	Sacram'nto Passenger	Way Freight	Way Freight	San Francisco Passenger	Stockton & Sac'to Express	San Francisco Limited	Placerville **MOTOR**	Sacramento Passenger	Mountain Express	Chico **MOTOR**	Portland Fast Freight	Sac'to Stockton Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block	DNR **SAC.** PASS. STA. 1.0	Double Track	6.0	4.10AM	5.50AM	6.40AM		7.15AM		7.55AM	8.05AM	9.05AM	9.45AM		10.35AM	11.00AM	11.20AM	12.45PM			3.00PM	3.10PM	5.00PM	5.05PM	6.20PM	6.15PM	6.25PM		9.40PM
	12TH STREET 2.0		5.0																2.10PM	2.45PM								7.00PM	
	ELVAS 3.0		3.0	4.00AM	5.40AM	6.30AM	6.40AM	7.05	7.40AM	7.45	7.55AM	8.55AM	9.35AM	10.05AM	10.25	10.50AM	11.10	12.35	1.30	2.35	2.50PM	3.00	4.50PM	4.55	6.10	6.05PM	6.15PM	6.45PM	9.30
	DNR **BRIGHTON**		0.0				6.30AM	6.59AM	7.20AM	7.38AM				9.45AM	10.17AM		11.02AM	12.28PM	1.25PM	2.25PM		2.53PM		4.50PM	6.02PM				9.23PM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

	Time Table No. 97 May 16, 1915		Distance from San Francisco	16	54	264	222	191	285	210	548	31	28	24	20	62	37	253	32	34	121	530	10	257	2	223	48	6
				Oregon Express	Exposition Special	Way Freight	Portland Fast Freight	Sacram'nto Stockto n Passenger	Way Freight	The Newsboy	Chico **MOTOR**	Stockton & Sacram'nto Express	Dunsmuir Passenger	Tonopah Express	Pacific Limited	Placerville Passenger	Sacram'nto Passenger	Ogden Manifest	Red Bluff Passenger	Colfax Passenger	Sacram'nto Passenger	Fair Oaks and Folsom **MOTOR**	San Francisco Limited	Sunset Manifest	Overland Limited	Tracy Freight	El Dorado	Atlantic Express
	STATIONS			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Automatic Block	DNR **SAC.** PASS. STA. 1.0	Double Track	88.8	12.25AM	2.45AM			7.00AM		7.25AM	8.30AM	10.15AM	11.30AM	12.50PM	1.45PM	2.00PM	2.10PM		4.05PM	4.35PM	5.05PM	5.20PM	5.30PM		7.15PM		8.20PM	10.55PM
	12TH STREET 2.0		89.8			6.00AM	6.40AM		7.10AM																	7.40PM		
	ELVAS 3.0		91.8	12.35AM	2.55AM	6.10	6.55AM	7.10	7.20	7.35AM	8.40AM	10.25	11.40AM	1.00PM	1.55PM	2.10	2.20	3.25PM	4.15PM	4.45PM	5.15	5.30	5.40PM	6.00PM	7.25PM	7.50	8.30PM	11.05PM
	DNR **BRIGHTON**		94.8			6.20AM		7.18AM	7.35AM			10.33AM				2.18PM	2.25PM	3.35PM			5.22PM	5.40PM		6.15PM		7.55PM		
	(6.0)			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

For trains running via R Street, see pages 10 and 12.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS AND FOURTH CLASS TRAINS AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sacramento, Dispatcher's Office, Twelfth Street, and Roundhouse.
Roseville, Yard Office and Roundhouse.
Colfax.
Blue Canon.
Truckee.
Sparks.
Red Bluff.
Tehama.
Hamilton.
Willows.
Placerville.
Oroville.
Marysville.
Chico.

BULLETIN BOARDS.

Sacramento, Yard Office, Twelfth Street.
Roseville, Yard Office.
Colfax.
Blue Canon.
Truckee.
Sparks.
Red Bluff.
Chico.
Marysville.
Hamilton.
Tehama.
And all Roundhouses.

CLEARANCES.

1. Rule 83-A will not apply at initial stations which are not telegraph stations, nor at telegraph stations except when operator is on duty.

2. All trains will obtain Clearance Card (Form 2643) at Tehama, Chico, Marysville, Colfax, Blue Canon, Truckee and Folsom when operator is on duty.

3. Freight trains and light engines, originating Sacramento, Twelfth Street, via Elvas-Brighton, proceed to Brighton without obtaining clearance card. Freight trains and light engines between Roseville and Sacramento, and freight trains and light engines to and from Western Division will obtain their orders at Dispatcher's Office, Sacramento.

REGISTERING.

1. A train may register by ticket at a registering station which is not a regular stop if there is an operator on duty, but Rules 83 and D-83 must be complied with, unless prior register check shows that all superior trains due have arrived or left.

2. At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

3. Trains originating and terminating 12th Street Depot at Sacramento, also eastward freight trains from Western Division, will register at 12th Street, Sacramento.

Freight trains register Roseville yard office.

First and second class trains register by ticket at Roseville yard office.

TRAIN AND AIR INSPECTION.

1. Air brakes on all trains and air whistle signal on passenger trains must be tested from rear end of train by trainmen at Truckee, Summit, Blue Canon, Colfax, Folsom and Placerville.

2. In handling retainers on passengers trains on descending grades, all available retainers must be turned up. When a stop is made, trainmen will turn down retainers one working from head end and one from rear, until they meet, immediately turning up retainers on return movement.

When retainers have been turned up, rear brakeman will give one long blast of the air signal whistle to notify the engineers that retainers are up, but train is not to be moved until signal is given by conductor.

3. No freight train must make a continuous run of over thirty (30) miles without making a stop of not less than 5 minutes to make a careful examination of all cars.

4. Freight trains descending the grade will make a stop of ten minutes at the following stations, where trainmen will make a careful inspection of all cars and permit wheels to cool:

Floriston.
Stanford.
Summit.
Spruce.
Crystal Lake.
Blue Canon.
Towle.
Colfax.
Flint.
Latrobe.

5. All freight trains descending grade between Summit and Truckee, will stop at Lake View and pull out slowly to permit inspection of wheels and running gear.

6. Retainers on cars set out in territory where they are used, must be turned down by incoming crew. This does not relieve outgoing crews from ascertaining that retainers are in proper position.

7. Crews of freight trains must, whenever the brake pipe has been broken from any cause, assure themselves that the air brakes are working through the entire train before starting by making Plug tests as provided in Rule 14.

8. Use of retainers will be as follows: Westward freight trains, all retainers Summit to Wirt, and New England Mills to Loomis. Eastward freight trains, all retainers Summit to Truckee, unless it is found that all retainers are retarding the speed of train too much, in which case Rule 47, Air Brake Instructions, will govern.

9. In addition to Rule No. 14, Rules and Regulations, covering Air Brakes and Air Signals, following will apply:

On freight trains at Summit after rear portion of train has been coupled, a heavy service reduction of brake pipe pressure of not less than fifteen pounds will be made by opening angle cock on rear car. While this is being done engineer on leading engine will, with brake valve on lap, watch pressure gauge to ascertain if air has been applied accordingly, after which he will release brakes in usual manner.

Retainers will not be turned up until after air has been released on train.

10. In order that there may be an authorized whistle signal for the purpose of notifying trainmen when rear end air brake test is desired, the following rules will govern:

"It is to be understood that whistle signal covered by Rule 14 (m) applies when train is running."

The following additional whistle signal is hereby authorized:

Sound	Indication
One long blast (———).	When train is standing: **Apply** air brakes from rear car, for test.

To be used when hand signals cannot be readily transmitted.

11. Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute test of all retainers. The list then to be forwarded to Superintendent by mail.

12. Whenever a train handles badly on a descending grade, the conductor will wire the car repairers at the terminal, stating the trouble as near as he can, in order to give carmen a chance to investigate on arrival of the train.

USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving a train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space where time is shown. Operator will retain carbon copy of clearance. This paragraph applies to territory outside of block signal limits also.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

1. **On SINGLE TRACK, within Automatic Block System limits, last portion of Rule 86 will not apply.**

On single track trains stopped by automatic block signals will be governed by Rule 504. Wait five (5) minutes before proceeding in manner instructed by Rule 504.

2. **On DOUBLE TRACK** trains must come to a stop, and then may proceed under control, not exceeding six (6) miles per hour, to next signal, flagman being invariably sent ahead in stormy or foggy weather.

3. When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over.

This regulation does not apply within limits yards.

4. On track No. 1 between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

5. When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed under control not exceeding six miles per hour to signal governing opposite direction.

6. Distant signals only are operated at Andora, Whitney, Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution position when switch is open or train occupies main track between signal and switch, or when train on siding is not into clear.

7. When signal 901, in Sacramento yard, indicates "stop," trains will not proceed until signal has changed to "proceed" or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates "stop."

8. Three-arm automatic block signal on eastward track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of eastward track No. 2. The lower home signal will clear only when track No. 4 is clear and switch lined up for movement to Loomis on track No. 4.

9. Home disc signals on semaphore poles east and west end Gold Run, controlled by operator, will govern movement of eastward and westward trains as follows:

When showing red disc or red light, "Take siding." When showing white disc or green light, "Hold main track."

STAFF RULES.

1. Two disc signals, home (top) pertaining to the occupancy of the main track, and distant (lower) pertaining to the staff for the next block, are placed on one post at each end of siding at staff stations.

2. If the home signal shows red disc and red light indicating "stop," and the distant signal shows yellow disc and yellow light indicating "caution," train must stop and take siding. When doing so, train must be under control and staff retained, as per Rules 429, 453 and 465.

If distant signal indicates caution, and the home signal shows white disc and green light indicating proceed, train will proceed cautiously on the main track prepared to stop at staff crane located at staff office.

If both signals show white disc or green lights indicating "proceed," train will proceed on main track expecting to receive staff which is authority to move into next block.

3. When receiving staff, as per Rule 452, the engineman must ascertain if it is the proper one for the block which he is entering by removing staff from the pouch and reading the station names stamped upon it.

4. At a distance of approximately fifteen hundred feet from extreme switches at each staff station a distant signal (disc) is located, which is used in connection with the home signal, and the extreme switches to regulate the approach thereto.

5. At staff stations between Blue Canon and Champion, inclusive, the initial switch at each end of siding is connected with the staff disc signals, approaching it, so as to give stop indication when switch is not properly lined up.

6. The Train Staff system is in operation between Truckee and Blue Canon. All stations with sidings within these limits are train staff stations. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals.

7. Helper engines of eastward trains cutting out at Tunnel 6, at Summit, must obtain a helper staff at Summit office, which will permit them to return on main track from Tunnel 6 to east end of west siding at Summit, regardless of all trains except the one they are helping.

8. The regular train staff will govern train movement.

9. The helper staff is authority for westward movement of helper engines only from Tunnel 6 to Summit, and must be delivered to operator at Summit promptly after helper has arrived and cleared the main track.

If more than one helper cuts out at Tunnel 6, they will couple and return with the helper staff

10. Extra and regular trains not in sections may run between any point within staff limit without running orders upon receipt of clearance card and all orders designated thereon.

11. Westward trains will approach staff crane at Soda Springs and Fulda under control, prepared to stop regardless of staff indications.

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 “
A-81 20-28 105	3025 to 3071	77	46380 “
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 “
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 “
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 “
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 “
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 “
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 “
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 “
E-73 18/24 63	1430 and 1432	61	27570 “
MC-57 26-40/30 394	4000 to 4016	53	43050 “
MC-57 26-40/30 398	4017 to 4028	53	43050 “
MC-57 26-40/30 401-S	4029 to 4043	53	43500 “
MC-57 26-40/30 395-S	4044 to 4048	53	43500 “
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655. 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 “

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

SPEED RESTRICTIONS.

1. **Maximum speed of any train at any point must not exceed 50 miles per hour.**

2. All trains with Mallet engines will reduce speed to 8 miles per hour and trains with other class of engines to 15 miles per hour when using cross-overs, turnouts and on sidings, and be under control through interlocking plants. All trains must run under control through yard limits except between points shown in first paragraph under "Yard Limits."

Between Loomis and Lawton.

3. Freight trains must not exceed 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with Mallet Mogul engines, 4200 class, and Mikado engines, must not exceed 28 miles per hour on curves, between Loomis and Truckee and 30 miles per hour on curves between Truckee and Lawton.

Other trains with Mallet consolidated 4000 class engines, 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with other than 4000 and 4200 class engines, 28 miles per hour on curves of six degrees or over.

All Other Parts of the Division.

4. Trains must not exceed 30 miles per hour on ten degree curves.

5. Mallet Mogul engines 4200 to 4211, inclusive, consolidated engines, also Mikado engines, must not exceed speed limit of 40 miles per hour on any portion of division.

6. Engines 2900 to 2913, inclusive, 12 miles per hour Folsom and Placerville.

7. Eastward trains must not exceed a speed of 10 miles per hour between west switch and yard office at Sparks.

8. All trains reduce speed to 15 miles per hour over bridges, First and Fourth Crossing, Truckee River on eastward track, and over Long Ravine bridge east of Colfax on westward track and 20 miles per hour on eastward track.

9. Trains and yard engines not exceed 6 miles per hour over crossing just east of Sacramento River Bridge.

10. Trains must not exceed speed of 25 miles per hour over Feather River Bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

11. Reduce speed to 12 miles per hour over long trestle east of Knights Landing.

12. Engines backing up will not exceed a speed of twenty miles per hour. This does not include Mallet engines.

13. Motor cars backing up must not at any time exceed the speed of 20 miles an hour, and not exceed 10 miles an hour when backing up through yard limits and over highway crossings.

14. Trains must not exceed 35 miles an hour from Mile Post 162 to Mile Post 175, between Biggs and Durham.

15. On portions of the division not covered by special rules, freight trains must not exceed a speed of 35 miles per hour.

	Passenger Trains with Passenger Engines	Freight	
Willows and Fruto	20	15	Miles per Hour
Folsom-Placerville	25	15	
Woodland and Marysville	30	20	
Truckee and Lawton	40	25	
Truckee and Loomis	35	20	
Walnut Grove and Hamilton Branches	35	25	
Orland (between outside switches)	20	12	
Corning (between outside switches)	15	12	

Speed of trains regulated by ordinance through city limits:

Wheatland	15	Miles per Hour
Gridley	15	
Lincoln	10	
Rocklin	15	
Sacramento	15	
Willows	10	

YARD LIMITS.

The following stations on Sacramento Division are protected by Yard Limit Boards, and the movement of trains through these limits will be governed by Rule 93, except in Roseville Yard between automatic signals 1103 and 1102 and opening 107 D tracks 1 and 2 and in Sacramento yard between 1000 feet east of Benali and 18th Street and between Elvas and Brighton where Rule 99 will apply.

As an additional precaution, where the view is in any manner obstructed, trains should not back out of a siding, nor should any switching movement be made in the direction of the obstructed view without proper protection being afforded. This does not in any way relieve trains from being under control while passing through yard limits.

SACRAMENTO.—Extend from 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 18,673 feet east of Junction switch, R Street, on Walnut Grove Line.

FOLSOM.—Extend to a point 1,000 feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom and 1,000 feet east of east wye switch onl Pacerville Line.

WOODLAND.—Extend to a point 1,000 feet west of Mill Spur to a point 1,000 feet north of switch at Junction to Oroville and Willows Line.

ORLAND.—Extend to a point 1,000 feet west of the switch at Alfalfa Spur, through Wyo and to a point 1,000 feet east of east switch at Wyo, and to a point 1,000 feet east of east switch on Hamilton Branch.

WILLOWS.—Extend to a point 1,054 feet west of the west switch corral track to a point 1,000 feet east of the east switch to a point 1,000 feet east of the east switch of wye on Fruto Branch.

CHICO.—Extend from a point 1,000 feet west of the west switch at Barber to a point 3,000 feet east of the east switch at Chico.

MARYSVILLE.—Extend to 1,000 feet west Rupert Spur to a point 1,000 feet east of Western Pacific crossing at Binney Junction, to a point 1,000 feet east of Binney Junction on Oroville Branch, to a point 1,000 feet west of west switch of Cannery Track at Yuba City. This includes E and A Street cut-off.

ROSEVILLE.—Extend to a point 3,000 feet west of west switch to a point 1,000 feet north of Andora switch on Red Bluff Line, to a point 1,000 feet east of east switch at Rocklin, on track 4 and to a point 1,000 feet east of cross-over on tracks 1 and 2.

COLFAX.—Extend to a point 2,000 feet west of west switch and to a point 2,000 feet east of east switch.

TRUCKEE.—Extend to a point 3,000 feet west of station and to a point 7,500 feet east of station.

RENO.—Extend from a point one and one-half miles west of Reno to Sparks Yard

RED BLUFF.—(Shasta Div.) Extends 1,000 feet west of west Switch at Rawson.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	
Dr. G. A. White, Consulting Surgeon	Sacramento	Special Service.
Dr. A. M. Henderson, Division Surgeon	Sacramento	Sacramento Division.
Dr. G. L. Stevenson, District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. W. E. Briggs, Oculist and Aurist	Sacramento	
Dr. B. Woodbridge, District Surgeon	Roseville	Between Antelope, Whitney and Rocklin.
Dr. J. S. Wheeler, Asst. District Surgeon	Roseville	Between Antelope and Rocklin.
Dr. H. D. Fletcher, District Surgeon	Rocklin	Between Roseville and Loomis.
Dr. O. L. Barton, District Surgeon	Loomis	Between Rocklin and Penryn.
Dr. R. E. Allen, District Surgeon	Newcastle	Between Penryn and Auburn.
Dr. B. F. Howard, Emergency Surgeon	Alta	
Dr. G. H. Fay, District Surgeon	Auburn	Between Newcastle and N. E. Mills.
Dr. Henry T. Rooney, District Surgeon	Colfax	Between N. E. Mills and Gold Run.
Dr. L. B. Barnes, District Surgeon	Dutch Flat	Between Gold Run and Cisco.
Dr. J. H. Bernard, District Surgeon	Truckee	Between Cisco and Boca.
Dr. Wm. F. Jordan, District Surgeon	Floriston	Between Boca and Calvada.
Dr. W. S. Wilcox, District Surgeon	Verdi	Between Floriston and Reno.
Dr. W. H. Hood, District Surgeon	Reno	Between Floriston and Sparks.
Dr. S. K. Morrison, Asst. District Surgeon	Reno	
Dr. H. A. Brown, Oculist	Reno	
Dr. O. C. Hyde, District Surgeon	Lincoln	Between Whitney and Sheridan.
Dr. A. D. Ellsworth, District Surgeon	Wheatland	Between Sheridan and Ostrom.
Dr. David Powell, District Surgeon	Marysville	Between Ostrom, Live Oak, Honcut and Chandler.
Dr. I. V. Higgins, Emergency Surgeon	Live Oak	
Dr. L. L. Thompson, District Surgeon	Gridley	Between Live Oak and Nelson.
Dr. O. C. Hawkins, Emergency Surgeon	Biggs	
Dr. M. M. Cook, Emergency Surgeon	Durham	
Dr. O. Stansbury, District Surgeon	Chico	Between Nelson and Vina.
Dr. Mary Poket, District Surgeon	Los Molinos	Between Proberta, Vina and Richfield.
Dr. Walker Gavey, District Surgeon	Red Bluff	Between Proberta and Red Bluff.
Dr. W. E. Bates, District Surgeon	Davis	Between Davis and Merritt.
Dr. H. D. Lawhead, District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan.
Dr. E. K. Ward, Emergency Surgeon	Arbuckle	
Dr. A. W. Kimball, Emergency Surgeon	Williams	
Dr. C. O. Poage, Emergency Surgeon	Colusa	
Dr. G. W. Desrosier, Emergency Surgeon	Maxwell	
Dr. C. W. Lund, District Surgeon	Willows	Between Colusa Junction, Germantown and Fruto.
Dr. S. Iglick, District Surgeon	Orland	Between Gremantown and Kirkwood.
Dr. M. P. Stansburg, Emergency Surgeon	Hamilton	
Dr. W. F. Maggard, District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. T. W. Horton, Emergency Surgeon	Honcut	
Dr. T. B. Reardan, District Surgeon	Oroville	Between Honcut and Oroville.
Dr. T. E. Farmer, District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. W. A. Reckers, District Surgeon	Placerville	Between Latrobe and Placerville.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospitals located at Truckee, Sparks and Sacramento.

LOCATION OF OVERHEAD STRUCTURES.

Mile Post	East of	Description	Mile Post	East of	Description
132.6	Clipper Gap	Tunnel 0	133.3	Clipper Gap	Tunnel 26
165.5	Forebay	Tunnel 1	133.8	Clipper Gap	Tunnel 27
172.5	Emigrant Gap	Tunnel 2	134.8	Applegate	Tunnel 28
180.7	Cisco	Tunnel 3	136.	Applegate	Tunnel 29
181.	Cisco	Tunnel 4	138.7	New England Mills	Tunnel 30
193.7	Summit	Tunnel 6	139.2	New England Mills	Tunnel 31
194.1	Summit	Tunnel 7	139.5	New England Mills	Tunnel 32
194.3	Summit	Tunnel 8	145.3	Wirt	Tunnel 33
194.9	Summit	Tunnel 9	145.7	Wirt	Tunnel 34
195.1	Summit	Tunnel 10	139.2	Shingle Springs	Shingle Springs Tunnel, Placerville Branch.
195.4	Summit	Tunnel 11			
195.7	Summit	Tunnel 12			
200.1	Eder	Tunnel 13			
114.2	Rocklin	Tunnel 15			
114.7	Rocklin	Tunnel 16			
117.3	Lincoln Ave., Penryn	Tunnel 17			
120.5	Lincoln Ave., Penryn	Tunnel 18			
122.7	Newcastle	Tunnel 19		SNOW SHEDS	
123.2	Newcastle	Tunnel 20			
124.7	Auburn	Tunnel 21	166.8 to 206.2	Blue Canon	Snow Sheds.
131.2	Auburn	Tunnel 22			
132.7	Clipper Gap	Tunnel 23		Champion	
132.9	Clipper Gap	Tunnel 24			
131.1	Clipper Gap	Tunnel 25			

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	78,000	88,000	....
Baggage (Dynamo)	....	106,000	....
Baggage and Mail	76,000	121,900–69ft. 90,600–60ft.	93,000
Baggage and Passenger	54,000	....	....
Buffet	114,000	....	121,000
Buffet (Dynamo)	....	146,000	....
Business	107,000	178,000	135,000
Chair	87,000	98,000	....
Coaches	80,000	92,000	....
Dining	126,000	146,000	131,000
Horse Express	81,000	....	....
Observation	122,000	....	....
Postal	....	110,000–60ft. 77,000–40ft.	....
Pullman Observation	124,500	150,000	127,000
Pullman Parlor	116,000	....	....
Pullman Std. Sleepers	125,000	150,000	140,000
Pullman Tourist Sleepers	94,000	....	110,000
Tea and Silk	48,000	....	....

INTERLOCKING PLANTS.

In setting out or picking up cars or doing any necessary switching in limits of interlocking plants, cars must not be cut from forward portion of train until they have been brought to a stop.

SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will stand normal position at stop and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will stand normal position proceed. This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.

BRIGHTON.—Railroad crossing Brighton is protected with hand derails, electrically locked with Stockton to Elvas main track. Derails on Branch Line located 100 feet each side of main track crossing will be handled by operators. These derails are protected by automatic signals.

Switch located 150 feet east of railroad crossing at Brighton on Placerville Branch will be lined for movement via Elvas.

The lower arm on the two-arm automatic and interlocking signal governs the movement for R Street, and will clear when derails are thrown for R Street movement.

The upper arm governs the movement via Elvas.

The Placerville Branch crossing is protected on main track by signals 1328 and 1333, the upper arms being interlocking signals. Interlocking rules apply.

Trains using R Street Folsom line, wishing to use this crossing, will sound one long and one short blast of whistle.

ELVAS.—The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.

Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.

Last paragraph Rule 630 is amended permitting towerman at Elvas to give signals from tower instead of ground.

All signals, switches and derails operated from tower. Whistle signal governing different routes as follows:

To Roseville, one long and one short, ——— o.
To Sacramento, two long and one short, ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, one long, one short, one long, ——— o ———.
To spur, one short, one long, o ———.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific, all derails on approaches to the crossing and switches leading to transfer track and to industry track are operated from the tower. The top arm of the signals located on hundred (100) feet from the main track derails govern the use of main track.

The lower arm of the high signals governs the use of the transfer and industry tracks.

Trains wishing to use industry or transfer tracks will sound one long, one short and one long (——— o ———) blasts of the whistle.

HOMESTEAD.—At crossing of "R" Street line with Northern Electric Railroad. Derails and approaches to the crossing and switches leading to stock corral spur and east end of Pacific Gas & Electric Company siding, are operated from the tower.

Upper arm of the high signals located one hundred (100) feet from main track derails governs the main track.

Lower arms of high signals govern entrance to industry tracks.

Trains wishing to use either industry track will sound one long, one short and one long (——— o ———) blasts of whistle.

NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific and Woodland-Oroville Branch. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing.

BINNEY JUNCTION TOWER.—Junction with Oroville Branch and crossing Western Pacific Ry. Whistle signals governing routes:

To Roseville or Red Bluff, one long, one short, ——— o.
To and from Oroville Branch, two long, one short, ——— ——— o.
West leg of wye, either direction, two long, three short, ——— ——— o o o.
East leg of wye, either direction, one long, one short, one long ——— o ———.
To Oil Spur, one short, two long, o ——— ———.
From siding to Oroville Branch, three long, one short, ——— ——— ——— o.
From siding to or from Red Bluff, one short, one long, o ———.
From siding to west leg of wye, three short, two long, o o o ——— ———.

LIVE OAK TOWER.—Crossing with Northern Electric Company, located one-half mile east of Live Oak. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding tower signal against opposing trains.

MISCELLANEOUS.

Rule No. 1—Tracks between Sacramento and Blue Canon numbered as follows:

Track No. 1, Westward main track via Auburn.

Track No. 2, Eastward main track via Nevada Street, Auburn.

Track No. 4, between Rocklin and Loomis; diverges from track No. 2 at Rocklin and runs on south side of track No. 1, one-half mile east of Rocklin, to Loomis, connecting with No. 1 track at Loomis.

Unless otherwise instructed eastward freight trains will move Newcastle to Colfax regardless of Nos. 210, 24 and 34.

2. On double track, extras may run with current of traffic between any stations without running orders, but must obtain clearance (Form 2643) when leaving initial station.

All trains between Elvas and Sacramento and between Elvas and Brighton, second class trains between Sacramento and Roseville, and eastward trains via Elvas from Stockton Division will move irrespective of time-table superiority when moving with current of traffic.

3. Between Colfax and Blue Canon trains will move with current of traffic irrespective of superiority, but must obtain clearance at Blue Canon and Colfax.

Normal position main track switch at Truckee will be set for eastward trains.

4. Trains and yard engines after coming to a stop for crossing with Sacramento-Woodland Railroad at Front and M Streets, Sacramento, will proceed only on signal from flagman, and not pass the switchtender's station at Fourth, Sixth, Fifteenth streets and east end Sacramento River Bridge without receiving a signal to proceed.

Southern Pacific trains will approach Western Pacific crossing at Front and R Streets under control, expecting to find crossing occupied.

Southern Pacific yard engines will stop at this crossing and ascertain that it is clear before proceeding. Both Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R streets are clear before using.

5. Trains will stop within two hundred (200) feet of Northern Electric crossing at Yuba City and Sacramento, Front and R; at Sacramento-Woodland Railroad crossing at Woodland; at Knights Landing and Tehama drawbridges before crossing.

6. The tonnage of any train between Summit and Loomis must not exceed 100 M's per operative brake and between Summit and Truckee 110 M's per operative brake. See Rule 58 of Rules and Regulations governing air brakes.

7. Trains taking siding for other trains at the following named stations will use the siding indicated:

At Colfax westward trains will use siding number one (1) north of westward main track. Eastward trains will use siding number three (3) south of eastward main track.

8. Helper engines coupled in middle or rear of train must be cut off from the forward portion of train before taking water.

Between Sacramento and Red Bluff engines must be cut off of all freight trains of twenty cars or more before taking water.

9. At meeting point, if the train which is to hold the main track arrives first, brakeman of this train will open the switch for the opposing train to take siding. This will necessitate trains approaching meeting points under control so as not to enter siding at a too high rate of speed.

10. Markers must be kept burning between Blue Canon and Truckee and on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers in daylight as well as at night, as per Rule 19, Book of Rules.

11. Train must not stand on drawbridges at Knights Landing and Sacramento.

12. When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman (or the fireman, in case of a light engine) must go ahead of the engine and see that switches and derailers are properly set, and protect against trains or cars that may be on the siding.

13. Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

14. Enginemen must not dump carbide from gas generator within snowshed district.

15. Employes are not allowed to ride on pilot of engines except yard and Mallet engines.

16. When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, but will run under control for a distance of one-half mile, before resuming full speed.

17. On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

18. Trains from Knights Landing branch at Woodland will use siding to depot or comply with Rule 83 before entering main track.

19. Long siding Harrington will be used as follows: West end west of cross-over as westward siding; east end east of cross-over, eastward siding. Junction switch of Colusa & Hamilton Railroad connects about midway with eastward siding.

20. When trains have outfit cars moving over the mountain, helper engine will go through to Lake View and cut out, instead of cutting out at Summit, in order to avoid shoving against outfit cars at Summit.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 back of tender.

Corrected to November 16, 1913.

CLASS	ENGINE NUMBER	Boiler Pressure	Sacramento and Red Bluff via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Roseville to Summit Via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Red Bluff and Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E—63 17/24 52	1309, 1312, 1326 and 1327	140	1950	.....	.....	.....	.....	1600	550	320	1835	1170
E—63 17/24 50	1305	140										
E—63 17/24 48	1355 to 1361	140	1765	.....	.....	.....	.....	1500	515	300	1715	1095
E—63 17/24 56	1367	140	1950	.....	.....	.....	.....	1610	550	320	1845	1175
E—69 18/24 65	1382, 1384, 1387 1388 1391 1392, 1394, 1398 and 1399	160	2305	.....	.....	.....	.....	2000	675	390	2285	1465
E—69 18/26 73	1459 to 1463	165	2620	.....	.....	.....	.....	2140	.....	.....	.....	.....
M—63 20/26 126	1615 to 1719	190	4310	.....	.....	.....	.....	3415	.....	.....	.....	.....
M—63 20/28 147	1804 to 1818	200	4475	.....	.....	.....	.....	3520	.....	.....	.....	.....
M—63 21/28 155	1720, 1724, 1770 to 1779	200	5020	.....	.....	.....	.....	3960	.....	.....	.....	.....
M—63 21/28 144	1725, 1726, 1729, 1742, 1762, 1799 to 1801 and 1803	195	4890	.....	.....	.....	.....	3960	.....	.....	.....	.....
M—63 21/28 147	1819 to 1822	200	5020	.....	.....	.....	.....	3960	.....	.....	.....	.....
M—63 15½/28 144	1797, 1802	200	4790	.....	.....	.....	.....	3745	.....	.....	.....	.....
T—57 18/24 86	2114 to 2153	160	2805	.....	.....	.....	.....	2245	815	500	2555	1640
T—57 18/24 83	2154 to 2173	160										
T—57 18/24 87	2174 to 2183	160										
T—57 18/24 88	2184 to 2186	160										
T—57 18/24 94	2001	160										
T—63 18/24 78	2187, 2190	145	2750	.....	.....	.....	.....	2130	795	505	2385	1520
T—63 20/26 112	2235 to 2281	180	3860	1090	600	1575	675	3080	1135	710	3505	2260
T—63 21/28 144	2301 to 2310	200	5020	1435	785	2035	880	3960	.....	.....	.....	.....
T—63 22/28 160	2311 to 2342	200	5490	1560	850	2215	950	4340	.....	.....	.....	.....
C—51 19/30 96	2511 to 2512	150	3420	.....	.....	.....	.....	2670	1040	670	2725	1855
C—57 22/30 187	2513 to 2599 and 2752 to 2830	200	5980	1735	960	2420	1070	4675	.....	.....	.....	.....
C—57 22/30 184	2694 to 2751	200										
C—57 23-35/34 177	2612, and 2616 to 2620	200	.....	1590	880	.....	980	.....	.....	.....	.....	.....
C—57 22/34 176	2614, 2615, 2621 to 2623	185	.....	1700	940	.....	1055	.....	.....	.....	.....	.....
C—57 22/30 180	2624 to 2679	200	6000	1755	980	2440	1090	4695	.....	.....	.....	.....
C—57 22/30 178	2680 to 2693	200										
TW—55 22/26 147	2900 to 2913	180	5150	.....	.....	.....	.....	4105	1550	1010	4520	2765
TW—57 20/30 120	2925, 2928, 2930 and 2931	160	3840	.....	.....	.....	.....	3060	1140	740	3020	1990
TW—57 20/30 114	2926	160										
TW—57 20/30 122	2927, 2929	160										
TW—51 20-29/26 120	2932, 2940 and 2943	180	3360	.....	.....	.....	.....	2625	980	640	2610	1570
TW—51 20-36/26 118	2948, 2950 to 2952	170	3155	.....	.....	.....	.....	2560	945	610	2540	1525
TW—51 20/26 118	2946, 2947, 2949, 2953	170	4080	.....	.....	.....	.....	3195	1240	830	3150	2075
TW—51 20/26 120	2933, 2934, 2936 to 2939, 2941, 2942, 2944	170										
MC—57 26-40/30 394	4000 to 4048	200		3980	2255	5460	2500	.....	.....	.....	.....	.....
M. M. 63 28-38/23 320	4200 to 4211	200		3320	1865	4660	2070	.....	.....	.....	.....	.....
MK—63 26/28 210	3236 to 3249	200		2205	1205	3110	1355	.....	.....	.....	.....	.....
Allowance for Empty and Underloaded Cars	Less than 40 M's		6	6	3	3	3	6	3	3	6	6
	40 to 50 M's		3	3	0	0	0	3	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0

TRAINMASTERS.

A. E. BROWN — Woodland to Oroville; Roseville to Red Bluff; Davis to Tehama; Fruto and Hamilton Branches — SACRAMENTO, CAL.
C. R. PETRIE — Colfax to Sparks — COLFAX, CAL.
F J. BERRY — Colfax to Sacramento, inclusive; Placerville and Walnut Grove Branches. — ROSEVILLE, CAL.
A. B. ALLEN — Assistant Train Master — SACRAMENTO, CAL.

W. S. LAW — CHIEF TRAIN DISPATCHER
O. T. STACKPOOLE — ASST. CHIEF TRAIN DISPATCHER
L. GEIGER — EXAMINER AND TRAIN DISPATCHER

TRAIN DISPATCHERS — D. A. NEELLEY, C. N. JONES, M. A. WALLACE, F. E. JONES, B. D. MULLINS, H. N. BARKER — SACRAMENTO, CAL.

MILEAGE.

MAIN LINES.

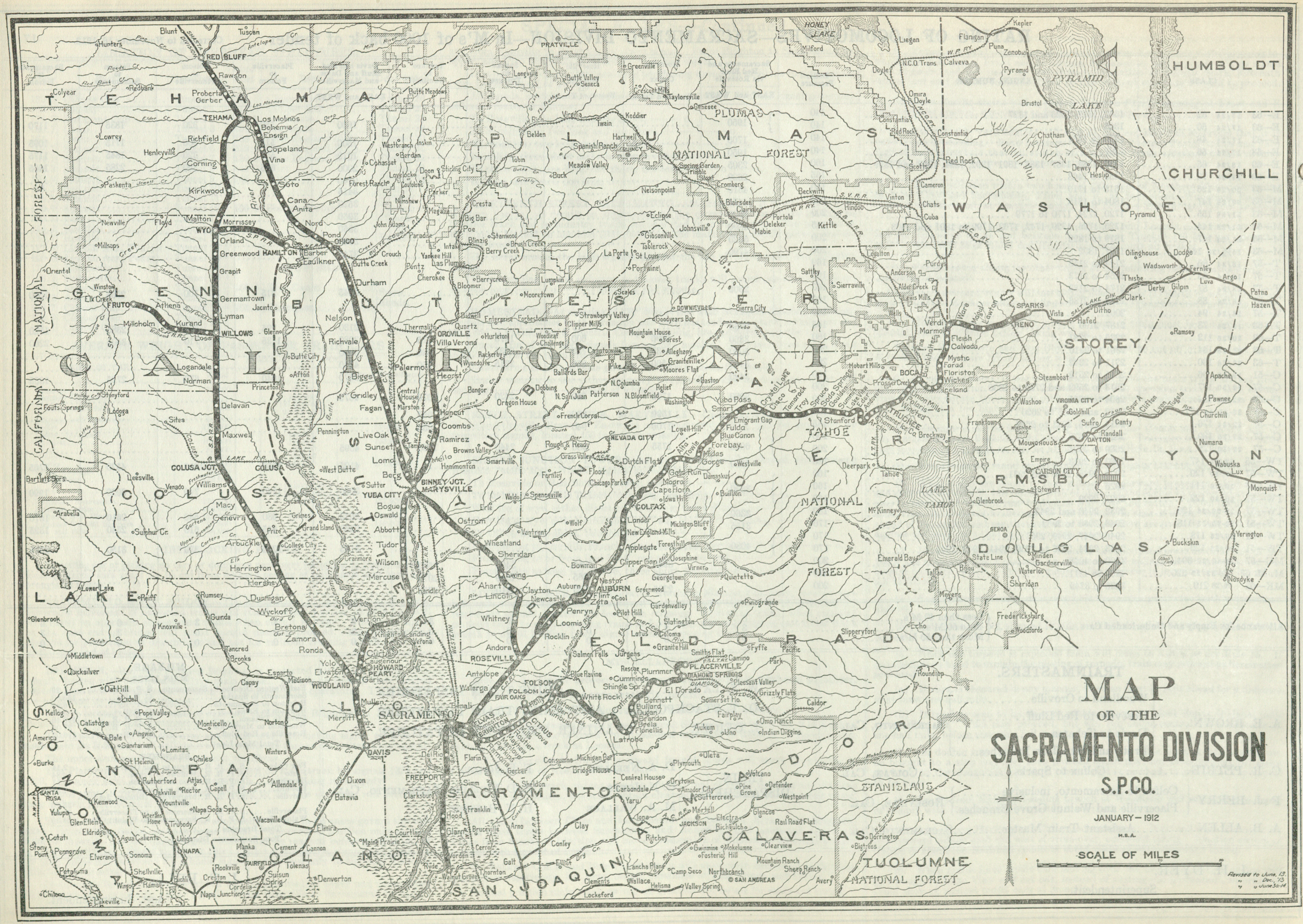
End Western Division to Sacramento	S. P. R. R.	.29	
Sacramento to Sparks	C. P. Ry	155.83	
Brighton to Sacramento	C. P. Ry	6.95	
Brighton to Elvas	C. P. Ry	3.58	
Davis to Tehama	S. P. R. R.	110.40	
Woodland to Marysville	S. P. R. R.	37.05	
Roseville to Red Bluff	C. P. Ry	116.02	
Total Main Line			430.12

BRANCHES.

Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.14	
Fruto	S. P. R. R.	Willows to Fruto	16.84	
Hamilton	S. P. R. R.	Wyo to Hamilton	11.21	
Howard	S. P. R. R.	Peart to Howard	1.88	
Oroville	S. P. R. R.	Marysville (Binney Jct.) to Oroville	25.26	
Placerville	S. P. R. R.	Sacramento to Placerville	61.26	
Walnut Grove	S. P. R. R	Sacramento to Walnut Grove	24.30	
Total Branches				142.89
Total Sacramento Division				573.01

J. H. DYER,
Superintendent.

J. T. BELL,
Asst. Superintendent.


TEHAMA
GLENN
BUTTE
PLUMAS
NATIONAL FOREST
SIERRA
YUBA
SUTTER
COLUSA
LAKE
NAPA
SONOMA
YOLO
SOLANO
SACRAMENTO
SAN JOAQUIN
AMADOR
CALAVERAS
TUOLUMNE NATIONAL FOREST
STANISLAUS
EL DORADO
PLACER
NEVADA
TAHOE NATIONAL FOREST
CALIFORNIA
CALIFORNIA NATIONAL FOREST
NEVADA
WASHOE
STOREY
ORMSBY
DOUGLAS
LYON
HUMBOLDT
CHURCHILL
HONEY LAKE
PYRAMID LAKE
WINNEMUCCA LAKE
LAKE TAHOE
RED BLUFF
Tuscan
Blunt
Hunters
Rawson
Proberta
Gerber
TEHAMA
Los Molinos
Bohemia
Ensign
Copeland
Vina
Richfield
Corning
Henleyville
Lowrey
Paskenta
Kirkwood
Soto
Cana
Anita
Nord
CHICO
Pond
HAMILTON
Barber
Faulkner
Butte Creek
Durham
Orland
Greenwood
Grapit
Germantown
Athena
Lyman
WILLOWS
FRUTO
Kurand
Logandale
Norman
Delavan
Maxwell
Sites
Stonyford
Fouts Springs
Lodoga
COLUSA JCT.
Williams
COLUSA
Leesville
Arbuckle
Harrington
Dunnigan
Zamora
Yolo
WOODLAND
DAVIS
Dixon
Batavia
Vacaville
Elmira
SUISUN
FAIRFIELD
NAPA
Yountville
St Helena
Calistoga
SANTA ROSA
Petaluma
OROVILLE
Thermalito
Palermo
Biggs
Gridley
Live Oak
Yuba City
BINNEY JCT.
MARYSVILLE
Wheatland
Sheridan
Lincoln
ROSEVILLE
AUBURN
Newcastle
Penryn
Loomis
Rocklin
Colfax
Dutch Flat
Emigrant Gap
Cisco
Truckee
Boca
Verdi
RENO
SPARKS
Wadsworth
Fernley
CARSON CITY
VIRGINIA CITY
Minden
Gardnerville
SACRAMENTO
FOLSOM
PLACERVILLE
Diamond Springs
JACKSON
Ione
Lodi
Galt
Lockeford
Clements
SAN ANDREAS
NEVADA CITY
GRASS VALLEY
Downieville
Quincy
Greenville
Portola
Beckwith
Loyalton
Sierraville
Sattley
Glenbrook
Tahoe
McKinneys
Emerald Bay
Tallac
Freeport
Clarksburg
Courtland
Walnut Grove
Rio Vista
SCALE OF MILES

MAP
OF THE
SACRAMENTO DIVISION
S.P.CO.

JANUARY—1912

M.S.A.

SCALE OF MILES

Revised to June 13.
" " Dec. '13
" " June 30-14